



# JODHPUR RAILWAY,

COMPRISING

JODHPUR RAILWAY, JODHPUR-HYDERABAD RAILWAY, (*British Section*)

SIND LIGHT RAILWAYS

AND

2' GAUGE PIPAR-BILARA LIGHT RAILWAY.

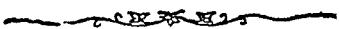
COMPLIMENTARY

## ANNUAL REPORT.

(SECTIONS I TO IV)

FOR

Year ending 31st March 1926.



PRINTED AT THE VEDIC YANTRALAYA,

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**SECTION I.**

**REPORT**

**BY THE**

**MANAGER.**

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# JODHPUR RAILWAY.

FROM,

MAJOR J. W. GORDON, O.B.E

*M a n a g e r .*

To,

THE SECRETARY,

RAILWAY BOARD,

*S i m l a .*

*Jodhpur the 2nd July 1926.*

SIR,

I have the honor to submit herewith my report for the financial year 1925-26 on the working of the Jodhpur Railway comprising Jodhpur Railway (Jodhpur Section), the Jodhpur-Hyderabad, Mirpur Khas-Jhudo, Mirpur Khas-Khadro and Pipar Bilara Light Railways.

## ANNUAL REPORT.

The following statement brings into prominence the more important features of the operation of the Jodhpur Railway during the year 1925-26 together with similar information for the year 1924-25 —

<i>Mileage open on 31st March 1926.</i>	1924-25		1925-26	
	<i>Metre Gauge</i>	<i>Narrow Gauge</i>	<i>Metre Gauge</i>	<i>Narrow Gauge</i>
1. Single Line ... ...	833 17	25 25	841 57	25 25
2 Double Line ... ...	.. ..	.. ..	.. ..	.. ..
3 Total Route Mileage ...	833 17	25 25	841 57	25 25
4 Total Track Mileage .	938 75	26 02	962 06	26 02
<i>Capital and Revenue Earnings and Expenditure.—</i>				
5 Total Capital Outlay including Suspense on Open Line . ...	Rs 3,67,39,140	Rs 2,92,956	Rs 4,07,54,337	Rs 2,92,956
6 Gross Earnings ..	1,14,43,407	50,117	92,30,967	49,005
7. Gross Earnings per train mile ... ... ..	5 29	2 72	5 51	2 63
8. Working Expenses .	68,11,050	31,970	65,04,031	27,440

<i>Capital and Revenue earnings etc</i>	1924-25		1925-26	
	<i>Metric Gauge</i>	<i>Narrow Gauge</i>	<i>Metric Gauge</i>	<i>Narrow Gauge</i>
	Rs	Rs	Rs.	Rs
9 Working Expenses per train mile . . .	315	174	388	147
10 Net Earnings	46,32,357	18,117	27,26,936	21,565
11 Percentage of total working expenses to Gross Earnings	59.52	63.79	70.16	56.00
12 Percentage of net earnings on total Capital Outlay ...	12.61	6.19	6.69	7.36
<i>Equipment —</i>				
13 Locomotives	100	2	99	2
14 Passenger Carriages .	188	5	184	5
15 Other passenger vehicles	44		15	
16 Goods Stock	2,230	10	2,121	10
<i>Passenger Traffic —</i>				
17 Number of passengers carried . . .	3,159,708 Miles	76,412 Miles	3,475,319 Miles	82,892 Miles
18 Passenger miles . . .	171,695,111	1,051,353	173,229,176	1,103,390
19 Average journey . . .	54.31	13.76	19.85	13.31
20 Earnings from passengers carried ..	Rs 39,01,089	Rs 33,418	Rs 39,19,541	Rs 35,011
21 Average rate charged per passenger per mile	Pies 4.36	Pies 6.11	Pies 4.34	Pies 6.09
22 Total Coaching Earnings , . .	Rs 44,71,770 Tons	Rs 35,358 Tons	Rs 44,81,922 Tons	Rs 36,683 Tons.
<i>Goods Traffic —</i>				
23 Number of tons carried	1,052,289 Miles	4,912 Miles	750,193 Miles	6,668 Miles
24 Net ton-miles . . .	204,315,101	84,138	119,051,017	123,094
25 Average haul . . .	194.19	16.72	158.69	18.47
26 Earnings from tonnage carried . . .	Rs 66,90,980	Rs 14,531	Rs 43,82,976	Rs 12,074
27 Average rate charged for carrying a ton of goods one mile . . .	Pies 6.29	Pies 33.97	Pies 7.07	Pies 18.83
28 Total Goods Earnings .	Rs 66,99,831	Rs 14,675	Rs 43,95,115	Rs 12,320
29 Number of employees	No 7,388		No 7,239	

At the close of the year 1925-26 the total capital, including construction and suspense, invested in the Jodhpur Railway was:—

Railways.	1924-25.	1925-26.	Increase
	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section) . . .	3,05,01,197	3,41,81,037	36,79,840
Jodhpur-Hyderabad Railway . . .	54,16,928	58,08,534	3,91,606
Mirpur Khas-Jhudo Railway . . .	8,29,021	8,38,774	9,753
Mirpur Khas-Khadro Railway . . .	8,35,396	8,49,869	4,473
Pipar Bilara Light Railway	2,92,956	2,92,956	...

The property brought in to the owners the following return on the Capital Outlay —

Railway	Capital Outlay on Open Line		Return on Capital Outlay	
	1924-25	1925-26	1924-25	1925-26
	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	2,96,57,795	3,32,67,160	11.94	6.40
Jodhpur-Hyderabad Railway ... .	54,16,928	58,08,534	15.24	5.15
Mirpur Khas-Jhudo Railway .	8,29,021	8,38,774	20.27	22.54
Mirpur Khas-Khadro Railway .	8,35,396	8,39,869	11.78	13.02
Pipar Bilara Light Railway	2,92,956	2,92,956	6.19	7.36

**Cross Earnings**—The gross earnings from all sources of the several Railways comprising the system amounted to Rs 92,79,972 in the year under review as compared with Rs. 1,14,93,524 in the previous year. That is to say the gross earnings in the year under review were Rs 22,13,552 less than those in the previous year.

The gross earnings of each of the Railways comprising the system are given below together with similar figures for the year 1924-25:—

Railway	1924-25	1925-26	Increase	Decrease
	Rs	Rs.	Rs	Rs
Jodhpur Railway (Jodhpur Section)	81,49,464	64,04,157	..	17,45,307
Jodhpur-Hyderabad Railway	28,49,877	23,29,536	.	5,20,341
Mirpurkhas-Jhudo Railway ..	2,80,024	3,15,051	35,027	.
Mirpurkhas-Khadro Railway ..	1,64,042	1,82,223	18,181	.
Pipar Bilara Light Railway ..	50,117	49,005	...	1,112

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**Net Earnings**—The net earnings from all sources of the several Railways comprising the system amounted to Rs. 27,48,501 in the year under review as compared with Rs 46,50,504 in the previous year. The decrease in the net earnings in the year under review is therefore Rs 19,02,003

The net earnings of each of the Railways comprising the system are given below together with similar figures for the year 1924-25 —

Railway.	1924-25	1925-26	Increase	Decrease
	Rs.	Rs	Rs.	Rs
Jodhpur Railway (Jodhpur Section)	35,10,524	21,29,661	...	14,10,860
Jodhpur-Hyderabad Railway	8,25,393	2,98,906	...	5,26,487
Mirpur Khas-Jhudo Railway	1,68,015	1,89,031	21,016	..
Mirpur Khas-Khadro Railway	98,125	1,09,335	10,910	..
Pipar Bilara Light Railway	18,147	21,565	3,118	..
Total	46,50,501	27,48,501	...	19,02,003

**Operating Ratio**—The combined operating ratio of the several Railways comprising the system as a whole was 70.38 in the year under review as compared with 59.51 in the previous year

The operating ratio of each of the Railways comprising the system is given below together with similar figures for 1924-25 :—

	1924-25.	1925-26.
Jodhpur Railway (J Section)	... 56.56	66.75
Jodhpur-Hyderabad Railway	. 71.01	87.17
Mirpur-Khas Jhudo Railway		40.00
Mirpur Khas-Khadro Railway	... 40.00	40.00
Pipar Bilara Light Railway	. 63.79	56.00

**Passenger Traffic**—The earnings from passenger traffic of the several Railways comprising the system amounted to Rs 39,54,552 in the year under review as compared with Rs. 39,34,537

The increase in passenger traffic earnings in the year under review is therefore Rs 20,015

The following table gives similar information for the various railways comprising the system —

Railway.	Year	Number.				Earnings in Rupees			
		1st	2nd	Inter	3rd	1st	2nd	Inter	3rd.
Jodhpur Ry	1924-25	3,440	15,614	34,990	1,988,077	48,958	1,53,154	86,736	23,90,875
	1925-26	3,028	15,486	38,603	2,075,821	57,892	1,19,901	80,128	23,42,697
	Inc+ Dec—	—412	—128	+3,613	+87,744	+8,934	—13,253	—6,608	—48,178
Jodhpur - Hyderabad Railway	1924-25	1,911	12,755	59,710	1,133,215	16,208	52,029	62,564	8,40,248
Mirpurkhas Jhudo Ry	1925-26	2,283	17,474	84,847	1,377,376	12,691	53,306	68,544	8,85 422
	Inc+ Dec—	+372	+4,719	+25137	+244,161	—3,517	+1,277	+5,980	+45,174
Mirpurkhas- Khadro Ry	1924-25	171	1,100	7,563	195,993	912	2,628	7,641	1,28,670
Pipar Bilara Light Ry	1925-26	188	1,314	8,331	229,686	792	2,980	8,003	1,41,865
	Inc+ Dec—	+17	+214	+768	+33,693	—120	+352	+362	+13,195
Mirpurkhas- Khadro Ry	1924-25	106	825	6,634	195,577	808	1,918	5,584	1,22,156
	1925-26	161	1,015	8,101	229,722	965	2,229	6,886	1,30,257
	Inc+ Dec—	+55	+190	+1,467	+34,145	+157	+311	+1,302	+8,101
Pipar Bilara Light Ry	1924-25	25	408	..	75,979	116	694	.	32,638
	1925-26	44	437	..	82,411	161	618	...	34,233
	Inc+ Dec—	+19	+29		+6,452	+45	—76	.	+ 1,595

The increase in the number of passengers travelling is almost universal. There has however been a loss of earnings on the Jodhpur Railway, particularly under third class. This is mainly due to the reduction in fares introduced in 1924.

**Goods Traffic**—The total earnings from goods traffic of the several Railways comprising the system amounted to Rs 44,07,435 as compared with Rs 67,14,508 in 1924-25.

The decrease in the goods earnings in the year under review is therefore Rs 23,07,073.

The weight carried, in the year under review, was 756,856 tons as against 1,057,201 in 1924-25 i.e., a decrease of 300,345 tons.

The following table gives similar information for the various railways comprising the system —

Railway.	Tons carried				Total Goods Earnings in Rupees			
	1924-25	1925-26	Increase.	Decrease	1924-25	1925-26	Increase	Decrease
Jodhpur Ry	813,048	571,504		241,544	48,25,576	30,65,521	.	17,60,055
Jodhpur - Hyderabad Railway	506,213	337,706	..	168,507	17,16,670	11,42,306	..	5,74,364
Mirpurkhas- Jhudo Ry.	27,935	32,695	4,760	.	1,30,882	1,52,204	21,322	..
Mirpurkhas Khadio Ry	9,023	10,471	1,448	.	26,705	35,084	8,379	..
Pipar Bilara Light Railway	4,912	6,500	1,588	..	14,675	12,320	..	2,355

The decrease in the weight of goods carried and the earnings arising therefrom during 1925-26 is due to the poor cross traffic from the United Provinces for export *via* Karachi and to the poor cross traffic from the Bikaner State for either export *via* Karachi or routed *via* Marwar Junction. This cross traffic in 1924-25 was extremely brisk.

The increase in goods traffic on the Mirpur khas Khadro line was due mainly to an increase in traffic in cotton raw, wheat, jowai, and bajra, rice in husk and sugar refined and unrefined, while that on the Mirpur khas Jhudo line was due mainly to an increase in traffic in wheat, jowar and bajra, rice not in the husk, oil seeds, iron and steel wrought, sugar refined and unrefined.

The statement below shows the tonnage hauled and earnings by commodities —

	1924-25	1925-26	1924-25	1925-26	Difference	
Fuel —	Tons	Tons	Rs	Rs	Tons	Rs
1 Coal and coke and patent fuel		2,678		11,597	+ 2,678	+ 11,597
2 Oil fuel		351		8,506	+ 351	+ 8,506
<i>Heavy Merchandise —</i>						
3 Rice in the husk		850		3,668	+ 850	+ 3,668
4 Rice not in the Husk	33,179	18,461	3,67,926	1,98,947	- 14,718	- 1,68,979
5 Gram and pulse	59,604	35,110	4,79,095	3,09,486	- 24,494	- 1,69,609
6 Wheat	53,221	22,595	4,15,137	1,53,792	- 30,626	- 2,61,345
7 Jowai and Bajra	16,185	21,424	89,283	1,85,799	+ 5,239	+ 46,516
8 Other grains	179,721	26,822	15,28,678	2,29,990	- 152,899	- 129,8688
9 Marble and stone	84,675	115,575	2,88,025	3,59,105	+ 80,900	+ 1,21,080
10 Salt	46,107	15,113	2,18,826	64,648	- 30,994	- 1,54,178
11 Gur, jaggery, molasses, etc	10,497	11,458	97,071	97,437	+ 961	+ 366
12 Sugar refined and unrefined	14,523	14,071	1,28,757	1,85,578	- 452	+ 56,821
13 Wood unwrought		3,162	..	20,577	+ 3 162	+ 20,577
14 Metallic ores				9		+ 9
15 Oil seeds	76,084	40,407	6,46,156	3,03,156	- 35,677	- 3,43,000
16 Cotton, raw, pressed		26,900		2,26,220	+ 26,900	+ 2,26,220
17 Total Heavy merchandise	573,796	351,948	42,08,954	22,88,412	- 221,848	- 1920542
<i>Light Merchandise —</i>						
18 Cotton, raw, unpressed	32,474	6,784	2,49,006	41,948	- 25,690	- 2,07,058
19 Cotton, raw, manufactured	9,142	6,843	1,61,523	1,50,075	- 299	- 11,448
20 Fodder		15,715		66,638	+ 15,715	+ 66,638
21 Fruits and vegetables fresh		5,280		41,337	+ 5,280	+ 41,337
22 Jute, raw		11		95	+ 11	+ 95
23 Iron and steel wrought	10,704	12,004	1,15,677	1,86,347	+ 1,300	+ 70,670
24 Kerosine Oil	7,779	8,836	1,25,535	2,21,999	+ 1,057	+ 96,464
25 Tobacco		3,206		48,587	+ 3,206	+ 48,587
26 Provisions	9,587	8,048	99,329	1,03,143	- 1,489	+ 4,114
27 Military stores		346		5,227	+ 346	+ 5,227
28 Railway materials	5,460	65,154	21,530	96,395	+ 59,694	+ 74,865
29 Other commodities	131,971	93,142	13,43,905	9,03,375	- 38,829	- 4,10,530
30. Total Light merchandise	207,067	227,369	21,16,505	18,65,466	+ 20,302	- 2,51,039
31 Total (excluding live stock)	780,863	582,346	63,25,459	41,78,981	- 198,517	- 21,51,478
32 Live stock		1,973		23,810	+ 1,973	+ 23,810
33 Materials and stores on Revenue account		172,537		1,97,259	+ 172,537	+ 1,97,259
34 Grand Total	780,863	756,856	63,25,459	43,95,050	- 24,007	- 19,30,469

The very small volume of cross traffic accounts for most of the large decreases with the exception of those shown under salt and cotton. The diminution in salt traffic is due to the vast extensions to and the stabilization of the Sambhal supply.

The rates for this traffic have been considerably reduced but the increase or almost entire disappearance of this traffic now rests in the hands of the Salt Department.

The cotton year in Sind was a very poor one.

**Train Miles**—Statement below shows train miles for the year ending 31st March 1926 compared with the corresponding period of the previous year.—

Description			1924-25	1925-26.	Difference
			Miles	Miles.	Miles
Passenger	...	...	367,523	372,360	+4,837
Mixed ..	.	...	839,299	858,543	+19,244
Goods ...	...	...	928,423	429,500	-498,923
Departmental	...	...	25,985	13,675	-12,310
Total ..			2,161,230	1,674,078	-487,152

The very marked diminution of cross traffic both *via* Kuchaman Road and from the Bikaner State has resulted in the goods train miles dropping from 928,423 to 429,500 *i.e.*, a decrease of 498,923 goods train-miles or approximately 53 73 per cent.

**Analysis of working expenses**—The working expenses of all the Railways comprising the system fell from Rs 68,43,020 in 1924-25 to Rs 65,31,471 in the year under review.

This was, however, mainly due to the reduction in train-mileage resulting from the marked diminution in cross traffic and the consequent reduction in coal consumption.

The working expenses by departments during the year under review as compared with those during the previous year were as follows.—

**EXPENDITURE**

**Department.**

**W o l k .**

**METRE-GAUGE.**

**NARROW-GAUGE**

	1924-25	1925-26	Difference	1924-25		1925-26		Difference
				Rs	Rs	Rs	Rs	
Engineering .	12,58,625	15,76,711	+3,18,086			11,568	10,090	-1,478
Locomotive ...								
Maintenance of way and works ...								
Maintenance and renewal of engines, cost of fuel and other expenses attached to motive power ..	30,04,606	23,26,639	-6,77,967			12,958	8,908	-4,050
Carriage and Wagon .								
Maintenance and running of carriages and wagons .	8,06,816	8,46,956	+40,140			1,289	2,013	+724
Traffic . ..								
Commercial and Transportation	10,44,668	8,80,886	-1,63,782			5,323	5,469	+146
Agency and Others								
Agent's office expenses, Audit, Medical and Police charges ...	4,32,289	4,92,251	+59,962			569	533	- 36
Miscellaneous .								
Law charges, compensation, contribution to Provident Fund etc. ...	2,64,046	3,80,588	+1,16,542			263	427	+164
Total ..	68,11,050	65,04,031	-3,07,019			31,970	27,110	-4,530

It will be observed that the principal increases occurred under.—

- 1 Engineering
- 2 Carriage and Wagon
- 3 Agency and Others.
4. Miscellaneous

### *1 Engineering.—*

In so far as the Metre-gauge is concerned, the increase under Engineering amounts to Rs 3,18,086.

This increase was due mainly to —

An increase under replacements and renewals of Rs 2,78,586 and under ordinary repairs and maintenance of Rs 41,940

The main reasons for the increase under replacements and renewals are the relayings, remodelling of yards and renewal and replacement of guiders.

### *2 Carriage and Wagon.*

In so far as the Metre-gauge is concerned, the increase under maintenance and running of carriages and wagons amounts to Rs 40,140

This increase is mainly due to an increase in operating expenses.

### *3 Agency and others —Rs. 59,962*

The increase is due mainly to increase in fees paid to the Consulting Engineers, to an increase in leave allowances, increase in Agents' Audit and Stores' offices, contingencies and carriage of revenue stores

### *4 Miscellaneous Rs 1,16,542*

The increase is due mainly to an increase in interest on buildings, increase in subscriptions to the Provident Fund and in gratuities paid, to an increase in expenditure on sanitation and in freight and insurance on stores and interest on stores and machinery.

It will be observed that the main decreases occurred under —

### *Locomotive —*

In so far as the Metre-gauge is concerned the decrease under maintenance and renewal of engines, cost of fuel and running stores and other expenses attached to motive power amounts to Rs 6,77,967

This decrease, as will be seen, was mainly due to the reduction in train mileage resulting from the marked diminution in cross traffic and the consequent reduction in the consumption of fuel and running stores

The decrease under operating expenses was Rs 6,05,831 while that under ordinary repairs and maintenance was Rs 1,13,965.

**Working Expenses.—**

Heads	Metric-gauge		Narrow-gauge.	
	1924-25 Rs	1925-26 Rs	1924-25 Rs	1925-26 Rs
General administration ..	8,60,485	10,17,081	1,427	1,598
Ordinary repairs and maintenance	20,45,532	18,35,527	14,291	9,613
Operating expenses other than fuel ..	17,79,705	17,44,463	7,812	8,062
Fuel ..	15,18,842	9,50,324	4,615	4,067
Renewals and Replacements ..	6,06,486	9,56,636	3,825	4,100
Total working expenses ..	68,11,050	65,04,031	31,970	27,440
Deduct—Non-budget worked lines	1,77,626	1,98,908	..	..
Suspense ... ..	60,159	—1,91,379	102	—103
Net working expenses ..	66,93,583	61,13,744	32,072	27,337

The main increases are.—

- |                                 |                |
|---------------------------------|----------------|
| 1 General Administration . .    | Rs 1,56,596    |
| 2 Renewals and Replacements ... | ... „ 3,50,150 |

The increase in General Administration is due mainly to the recruitment of new officers and probationary officers, and to the granting of the Lee Commission. That under Renewals and Replacements to relaying, the replacement of old and worn out coaching stock, machines and engines and to renewal of bridge girders and remodelling of yards.

The main decrease is under —

Fuel. Rs 5,68,518

This, as has previously been pointed out is due to the reduction in train mileage resulting from the marked diminution of cross traffic.

**Capital Expenditure (Final Heads) for the year 1925-26 —**

Heads.	Expenditure on			
	Jodhpur Railway		Jodhpur-Hyderabad Railway	
	1924-25	1925-26	1924-25	1925-26,
1 Structural Engineering works .	Rs 5,95,742	Rs. 11,29,438	Rs 2,73,146	Rs 3,86,906
2 Equipment ..	1,77,927	2,47,348	1,169	3,567
3 Rolling-Stock ..	13,66,303	14,88,163	..	..
4 General charges ..	7,359	3,093	..	..
5 Collieries ..	..	..	..	..
6 Miscellaneous(Exchange) ..	..	..	—11,756	... ..
Total	21,47,331	28,68,042	2,62,559	3,90,473

Attention is drawn to the heavy capital expenditure being incurred against structural engineering work and rolling-stock.

#### **Stores Balances —**

The total value of Stores Balances on 31st March 1926 as compared with those of the corresponding date of the previous year are shown below —

Year.	Stores Balances.
1924-25	...      . Rs 15,27,118
1925-26	.      .      . , 19,89,577
Difference (Increase)	..      .      . , 4,62,459

This increase is the direct result of the very heavy fall in traffic and the consequent diminution in coal consumption.

A sum of Rs 4,48,063 in the above sum is due to coal and timber.

The excess in coal is due to diminution in consumption due to a very heavy decrease in goods train-mileage That in timber to the purchase of timber required to meet the demands of a heavy coaching stock building programme.

#### **Staff —**

The total number of employees at the end of the financial year 1925-26 was 7,239 as compared with 7,388 in the previous year

The distribution between Europeans, Anglo-Indians and Indians is as shown below —

Particulars	Staff and Cost			
	1924-25		1925-26	
	No	Cost.	No.	Cost
Europeans	...	.	25	Rs ..
Anglo-Indians	...	..	19	..
Indians	,,	.	7,344	...
Total	7 388	24 35,731	7,239	25,38,206

#### **Compensation Claims**

Particulars.	Amount paid	
	1924-25	1925-26.
Jodhpur Railway	Rs 11,051	Rs 5,767
Jodhpur-Hyderabad Railway ( British Section )	4,514	2,628
Total	15,565	8,395

The reduction in claims paid is due partly to diminution in traffic, and partly to the greater attention given to this work particularly to the causes which give rise to claims for compensation. A separate Watch & Ward Department created, the rivetting of wagons, the increased detailed attention paid to the investigation of claims cases and the increase in severity of the disciplinary action taken with the staff at fault has resulted in a general improvement in this work and a corresponding reduction in the amount paid in compensation.

### Improved Facilities on Open Line.

**Remodelling of Yards**—Considerable progress has been made in the remodelling of Jodhpur yard. This will be completed during 1926-27.

The new Loco Running Shed and Yard is on the verge of completion. It is anticipated that it will be brought into use on or about June 15th, 1926.

The extension to the goods-shed yard and platform is about to be completed. This fills a long-felt want and eliminates a most fruitful source of congestion during the rush period.

The remodelling of these yards should greatly facilitate the quick handling and transit of wagons.

**Luni Yard**—The work on this yard is progressing slowly at present, but on completion of the new bridge at Luni Junction, the remodelling of this yard will be greatly accelerated.

It is anticipated that the major portion of the work will be completed during 1926-27.

This yard is of particular interest in that, when completed, it will be the first "hump" yard to be brought into operation on the Jodhpur Railway.

**Merta Road**—The remodelling of this yard has been completed. The stocking accommodation, shunting and marshalling facilities have been appreciably increased.

**Hyderabad (Sind)**—The new Loco yard has been practically completed. Very little progress has, however, been made in the remodelling of the Traffic yard. This was mainly due to the delay in according sanction to an agreed plan. This has, however, now been obtained, and it is anticipated that appreciable progress will be made during 1926-27.

The want of adequate accommodation and facilities at Hyderabad (Sind) is an acutely felt want.

**Sidings**—Practically all sidings, with the exception of those on the Merta Road-Chilo Section, have now been brought up to full standard dimensions.

The sidings on the Merta Road-Chilo Section will be completed during 1926-27

New crossing stations at Hanwant and Basni (on the Jodhpur Railway) and Ratanabad and Kamaio Sharif were completed and that at Janiana commenced.

**Staff Quarters**—Appreciable progress has been made in meeting the actual shortage in staff quarters.

**Station Buildings.**—The third class passenger shed at Jodhpur has been enlarged and improved

The construction of the new station building at Raika-Bag Palace has been commenced. This work should be completed by 1-7-1926

Passenger sheds were completed at Shadipalli, Jhudo and Jhol and the construction of that at Pithoro commenced

**Workshops and Stores**—The workshops have been largely extended and appreciably reorganised

The main extensions to these shops are practically complete, the Brass and Iron Foundries have been separated, the new Paint Shop completed and the electrically operated traverser brought into use.

Certain minor extensions to the Saw Mill are at present being carried out, and necessary alterations to the water supply arrangements are being effected

The main additions to Stores are complete but certain minor alterations and additions are being carried out

The re-organization of this department is approaching completion.

**Water Supply**—As a result of the construction of the new Loco shed at Jodhpur considerable modifications have been made in the arrangements for water supply at Jodhpur. These alterations are rapidly approaching completion

The installation of tubes at Merta Road has appreciably increased the volume of available supply at that station

A new well is being sunk at Marwar Pali to augment the scanty supply available on the Marwar Junction—Luni Junction Section

A new well will be sunk at Samdari. This, in addition to meeting the demands of the Samdari—Bhimtal Line, will render the supply, on the Luni Junction—Balotra Section, being adequate

Borings on the Barmer—Khokhropar Section have, up to the present, proved a failure

A new well will be sunk at Barmer in 1926-27 at the site recommended by Mr Tipper of the Geological Survey

Markedly increased attention is now being paid to the measurement and control of water consumption

Most of the water used on this Railway for boiler feed purposes is extremely saline The installation of water softeners is, however, contemplated

**Signalling and Interlocking**—Most of the yards are now isolated The fitting of Warner signals has been commenced and it is anticipated that, by 1927-28, all stations on the main line will be so fitted

**Miscellaneous and Unforeseen.**—The main Line from Luni Junction to the Sind frontier on the Jodhpur Railway and from the Sind Frontier to Hyderabad (Sind) on the Jodhpur-Hyderabad Section is being relaid with 60 lb rails The programme of relaying of the Jodhpur Section will be considerably accelerated on and from 1926-27

In addition the Jhudo Line is being relaid with 50 lb rails and a start has been made with the relaying of the Degana-Sujangarh Section with 50 lb rails.

**Luni bridge.**—The replacement of the old cause-way bridge over the Luni river by a high level girder bridge is approaching completion

It is anticipated that this new bridge will be brought into use in July 1926

The girders of all smaller bridges and all culverts are being replaced by those capable of standing up to the increased loads

The question of ballasting is receiving close attention

**Plant and Machinery**—Obsolete and worn out machines in the Railway workshops are being rapidly replaced by machines of modern up to date types, many of which have independent electric drive A new Electric Welding Plant has lately been installed

It is anticipated that, by the end of 1927-28, most of the necessary replacements will have been effected

**Rolling-Stock**—The separation of the Jodhpur and Bikaner Railway systems resulted in an acute shortage of rolling-stock, particularly coaching stock, on this Railway Every endeavour, however, is being made to accelerate the construction of the coaching stock required and it is anticipated that by the end of the 1927-28 the greater part of the shortage therein will have been made good Particular attention is being paid to this subject

The following statement shows the new rolling stock placed on the line during the year ending March 31st, 1926.—

## Rolling-Stock added during the year

Description of Rolling-Stock.	Number of stock added
H G, Class Engine	1
T Class Engines	2
Second class carriages	2
Third class carriages	8
Composite 1st and 2nd class bogie	1
" 1st, 2nd and Inter class bogie	1
" 1st, 2nd, Inter and 3rd class bogie	3
Third class carriage with brake vans 4 wheeled	1
" " " " " " boggies	6
Composite third class with mails, 4-wheeled	1
Brake Vans used exclusively on Passenger Service bogie	1
Store Van	1
Officers' Carriage 4-wheeled	1
Covered Goods Wagons bogie	85
Open wagons low-sided bogie	60
" high-sided bogie	35
Tank wagons 6-wheeled	3
Travelling Cranes and their dummy trucks 4-wheeled	2
Brake Vans used indiscriminately on passenger, goods or mixed services	5
Travelling Water Tanks 4 wheeled	2
Driver's Rest Vans	21

Statement showing number and tractive efforts of Locomotives up to 31st March 1926

Type of Locomotives	Total No of engines owned	Average tractive effort	Total tractive effort
E Class .. .. .. . . .	1	6,557	6,557
E, " (Saddle Tank ) .. . . . .	1	6,557	6,557
E. E " .. . . . .	7	8,450	59,150
F. " .. . . . .	12	9,685	116,220
F. O. " .. . . . .	12	7,766	93,192
Q " .. . . . .	6	8,351	50,106
M. " .. .. . . .	11	11,602	127,622
P " .. .. . . .	21	11,823	248,283
M. S. " .. . . . .	10	15,957	159,570
S P. " .. . . . .	10	14,291	142,910
H G " (Mikado) .. . . . .	5	19,584	97,920
H G. " (Nasmyth ) .. . . . .	1	20,825	20,825
T " (Tank Engine for shunting) / .. . . . .	2	17,613	35,226
	99		1,164,138

The number of H Gs shown as placed on the line is 1. Actually six had been purchased but only one had, by the end of the year under review been erected and placed on the line. These engines in addition to the Baldwin Locomotives purchased during 1924-25 are each capable of hauling 70 loaded goods vehicles. These in addition to engines of a similar type to be purchased during 1927-28 will render it possible for this Railway to cope with the heaviest cross traffic both via Kuchaman Road and from the Bikaner State.

It will in addition be observed that the goods stock has been appreciably increased.

**The purchase of a Travelling Crane has filled a long felt want**

**Electric Head Lights**—We have at present 12 engines fitted with sunbeam electric engine head lights.

It is anticipated that by the year 1928-29 most of the engines in use on the main line will be so fitted.

**Vacuum Brakes**—The Sind Mail and 11 Up & 12 Down are now vacuum fitted in addition to which most reservation stock is so fitted.

~~The fitting of vacuum brakes is being gradually extended to all main line coaching stock and it is anticipated that by the close of the year 1927-28 most main line trains will be so fitted.~~

**Electric Fans**—These are now being fitted to all 2nd class compartments.

**Train Running**—Considerable improvement has been effected in train running. This, it is anticipated, will be further improved by the installation of Telephonic Train Control and the fitting of Warner Signals.

The running of the Sind Mail from Hyderabad (Sind) to Ahmedabad has proved very satisfactory.

It is proposed to introduce a similar service between Hyderabad (Sind) and Delhi in the near future.

At present one through Bogie third class runs between Hyderabad (Sind) and Agra Fort and another through Bogie third class between Hyderabad (Sind) and Delhi, while a thorough Bogie third class with brake van runs between Ahmedabad and Bikaner.

It is proposed, in the near future, to run a through Bogie third class to the Kathiawar Railways from Hyderabad (Sind) and another from Kuchaman Road to Ajmer.

The principle of running through coaches between this Railway and other Railways will be extended ~~as far as possible~~.

**Accident and Floods**—There were no serious accidents during the year under review and no serious interruptions due to floods.

**Training of Staff** — The extension of the capacity and scope of the telegraph training staff is contemplated in the near future

One officer will, if possible, attend the Chandausi course this cold weather. It is proposed that, on Mr O'Callaghan's return, weekly lectures will be delivered on Audit and Accounts at which officers and senior subordinates of all departments will attend.

**Lines Under Construction** — The survey of the section Samdari to Jalore of the Samdari-Bhinmal Project has been completed and the detailed estimate is under preparation.

An extension to the Sisagar quarry siding is under construction and surveys of further extensions are being carried out.

**Publicity** — There is not much scope for publicity on this Railway at present but the matter is receiving attention.

**Safety first** — Certain rules have been issued in so far as the Workshops are concerned. Rules regarding the Engineering, Traffic, Loco Carr and Wagon Departments will shortly be issued.

**General** — Mr Warren proceeded on 18 months' leave preparatory to retirement on 28th January 1926. Mr O'Callaghan on 10½ months' leave on 17th March 1926 and Mr. Tarleton on 7 months and 10 days' leave on 13th March 1926.

I regret to record the resignation of Captain R G. Cazalet, Executive Engineer. The Dubai and the Jodhpur Railway have thereby lost the services of an efficient officer.

During the year two senior Indian subordinates of the Traffic Department have been temporarily promoted to officiate in the superior grade and two Indian Probationary Assistant Traffic Superintendents have been recruited.

I have the honor to be,

SIR,

Your most obedient servant,

J W GORDON,

M A N A G E R

*Jodhpur Railway*



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**SECTION II.**

**FINANCIAL STATEMENTS.**  
**(Capital and Revenue Accounts 1925-26.)**

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No. 1—Statement of Capital Outlay authorised

( 1 )

No	Date of sanction	Sanctioning authority	Nature of estimate	Jodhpur-Huderabād Railway (British) Section		Sind-Light Railways		Total Metre-Gauge System	Pipar-Bilāra Light Railway
				Rs	Rs	Rs	Rs		
			Total Capital outlay on final heads as per accounts up to end of the year ending 31st March 1925	2,90,79,748	54,05,108	8,29,021	S,35,396	8,61,49,613	2,92,956
			Further Capital outlay on final heads during the year					..	..
			Budget for 1925-26 (Final heads)	1,26,000				1,26,000	.
507 B/11 B O & 159 B }	31-3-25 & 17-11-25	Secretary Board .	Revenue Member of State Council Jodhpur .		29,69,737	..	..	29,69,737	
4,811	12-12-25		Budget for 1925-26 (Final heads)						
			Budget for 1925-26 (Suspense heads) ..	—5,22,000				—5,22,000	
			Total	58,31,108	8,29,021	S,35,396	8,61,49,613	3,90,2,350	2,92,956

**No V.—Details of Capital Expenditure for the year ending 31st March 1926.**

Particulars	Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Sind Light Railways		Total Metre Gauge System.	Pipav Bilka Light Railway
			Jhudo	Khadro.		
<b>Lines Open for Traffic</b>	Rs	Rs	Rs	Rs	Rs	Rs
<b>I — Structural Engineering works—</b>						
(1) Preliminary Expenses		83				
(2) Land	1,415	1,026			69	33
(3) Formation	43,852	21,330	478			2,510
(4) Bridge work	1,79,446	836	156			65,655
(5) Fencing	17,183	4,497				1,79,938
(6) Electric Telegraph						21,650
(7) Ballast and Permanent Way	2,93,153	1,95,008	5,364	2,484		4,96,009
(8) Stations and Buildings	5,94,356	1,64,703	3,760	721		7,63,546
(9) Shore connections for ferry-steamers						
(10) Plant construction	.	.				
<b>Total</b>	11,29,438	3,86,906	9,753	3,274	15,29,571	<i>Nil</i>
<b>II — Equipment (plant and furniture needed for equipment) of open line—</b>						
(1) Plant						
(2) Stations and office furniture	2,47,348	3,567				
(3) Motors, Lorries, Steamers or boats required for General purposes of the Railways				1,199	2,52,114	

This \$600 and Rs 3000 represent demobilization on  
Jedhpur Bikaner Raileyay during the year 1901.

Note — For Rs 7,377 undei Jodhpur II, debited Railay Rolling stock.  
Note — For Rs 3,577 Kepresentants cost of transposition the engines and Rolling stock for  
constitucion of the line wide Extraamis of Accounts No IV, Railay  
Laheo No 763 G Dated 25-3-1902, and consequence ending with  
Jaimager No 164 4/6 of 5-11-1921

No VI—Estimate of further expenditure on Capital Account  
for the year ending 31st March 1926

Particulars	Total Expenditure from commencement of operations to end of the year on final heads					
	Jodhpur Railway	Jodhpur Hyderabad Railway (British section)	Bind Light Railways		Total Metro Gauge System	Pipar Bilara Light Railway
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>Line Open for Traffic more than two Years —</b>						
I — Structural Engineering Works —						
(1) Preliminary Expenses	97,781	50,058	1,544	3,900	1,62,283	87
(2) Land	11,818	59,921	423	262	72,427	
(3) Formation	11,04,915	5,18,622	25,365	63,019	17,11,921	17,480
(4) Bridge work	6,58,470	4,71,116	36,596	46,084	14,16,571	5,723
(5) Fencing	1,03,339	2,47,898	956	492	3,02,687	45
(6) Electric Telegraph						
(7) Ballast and Permanent Way	98,42,886	27,35,474	6,56,246	6,20,412	1,38,55,018	
(8) Stations and buildings	36,52,198	12,43,992	52,420	39,935	50,68,545	1,99,069
(9) Shore connections for ferry steamer						10,521
(10) Plant Construction	36,190	9,547	2,540	3,617	52,203	
Total	1,57,37,603	53,99,630	7,76,703	7,77,722	2,26,91,658	2,32,925
II — Equipment (Plant and furniture needed for equipment of open Line) —						
(1) Plant						
(2) Station and Office furniture	13 22,002	28,463	3,835	3,733	13,58,933	3,436
(3) Motors, Lorries steamers or boats required for general purpose of the Railway but not for public traffic						
Total	13 22 002	28,463	3,835	3,733	13 58,933	3,436
III — Rolling Stock —						
(1) Rail						
(2) Motor Trolly	1 38,65 159	7,377			1,38,72,536	52,493
(3) Ferries		20,387				
Total	1 38,65,159	33,764			1,38,98,943	52,493
IV — General Charges						
V — Collieries —						
(1) Block Account						
(2) Plant and Equipment						
Less—Amount redeemed by Sinking Fund						
Net						
VI — Miscellaneous (Interest during Construction and other charges permitted as a debit to Capital in terms of relevant contract)						
VII — Exchange						
Total Expenditure						
<b>Line Open for Traffic less than two years</b>						
<i>Lines in Course of Construction</i>						
I — Structural Engineering Work						
(1) Preliminary Expenses						
(2) Land	54,736					54,736
(3) Formation						
(4) Bridge Work	3 23 62					3 23 629
(5) Fencing	2 82 010					2 82 010
(6) Electric Telegraph	26 2 0					26 2 0
(7) Ballast and Permanent Way						
(8) Stations and Buildings	1 45 150					1 45 088
(9) Shore connections with ferry steamers	18 610					43 610
(10) Plant Constructions	4 196					
Total						196

## No VII—CAPITAL ACCOUNT

Dr.	JODHPUR-HYDERABAD RAILWAY (British Section)	Cr.
To expenditure incurred in India ...	Rs 44,54,361	By—
		I—Structural Engineering works— (1) Preliminary expenses 59,063 (2) Land 59,921 (3) Formation 5,18,622 (4) Bridge work 4,75,118 (5) Fencing 2,47,898 (6) Electric Telegraph . (7) Ballast and Permanent-way .. 27,35,572 (8) Stations and Buildings 12,94,023 (9) Plant Construction 9,547
To expenditure incurred in England:—		
Stores @ 2 Rupees ...	Rs 13,54,170	II—Equipment (Plant and furniture needed for equipment of open line) (1) Plant (2) Stations and Office furniture } 28,463 (3) Motors, Lorries, Steamers or boat etc ..
Miscellaneous Nil. ..	13,54,170	III—Rolling-Stock — (1) Rail .. 7,377 (2) Motor Cars .. (3) Ferries .. 26,387
To charge for leave and pension allowances .	20,522	IV—General Charges .. 3,08,082
To charge for capitalization of abatement of land revenue ..	40,022	V—Collieries — (1) Block Account .. (2) Plant equipment .. Less—Amount redeemed by sinking fund ..
		Net— VI—Miscellaneous (Interest during construction and other charges permitted as a debit to capital in terms of relevant contract) ..
		Loss by exchange ... 27,238
		Total .. 57,97,311
		Suspense Accounts ... 12,653
		Total 58,09,964
		Less Receipts on Capital Accounts ..
		Preliminary Expenses 5
		Ballast and permanent way 98
		Stations and Buildings 31
		General charges 1,296
		Total 1,430
		Net Capital Outlay 58,08,534
		Add—Charge for leave and pension allowances 20,522
		Add—Charge for capitalization of abatement of land revenue 40,022
		Total 58,69,078
Total	58,69,078	

## No VIII

## JODHPUR RAILWAY—(Jodhpur Section)

Revenue Accounts for the year ending 31st March 1926

EXPENDITURE				EARNINGS			
Percentage on gross earnings	Previous year	Year end- ing 1926	Percentage on gross earnings	Previous year	Year	Percentage on gross earnings	Year ending 1926
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
748	6,09,210	I.—To General Administration	6,81,847	10.69	30,68,702	B) Coaching traffic	30,04,880
1813	14,77,936	II—To Ordinary Repairs and Maintenance ..	12,60,180	19.68	14,25,576	, Goods traffic	30,65,521
2691	21,92,807	III—To Operating Expenses ..	16,73,265	26.13	7,128	, Electric Telegraph Earnings	6,328
404	3,28,987	IV—To Renewals & Replacements	6,56,161	10.25	Nil	" Steam-boat earnings ..	Nil
					2,18,078	, Sundry,	3,27,128
5656	46,08,940	Total Working Expenses ..	12,71,103	6.75	1,10,161	Total	64,04,157
4344	35,40,521	To balance net earnings ..	21,29,661	33.25	Nil	Dividend—Share of earnings of Worked lines (Non-Budget)	..
10000	81,49,464	Total ..	64,04,157	100.00	81,49,464	To all	64,04,157

No.—VIII.—(Continued)

JODHPUR-HYDERABAD RAILWAY.—(British Section)

*Revenue accounts for the year ending 31st March 1926*

Percentage on gross earnings	Previous year.	EXPENDITURE			EARNINGS		
		Rs	Year end- ing 1926	Percentage on gross earnings	Previous year	Rs	Year ending 1926
7 63	2,51,275	I—To General Administration	Rs 3,32,191	11 75	11,18,195	By Coaching traffic	Rs 11,68,603
17 23	5,67,596	II—To Ordinary Repairs and Maintenance . . . .	5,75,317	20 35	17,16,670	, Goods traffic ... .	Rs 11,12,306
33 57	11,05,740	III—To Operating Expenses . . . .	10,21,522	36 14	2,691	, Electric Telegraph Earnings	Rs 2,638
8 42	2,77,499	IV—To Renewals and Replacements	3,00,175	10 63	Nil	, Steam boat earnings . . . .	Nil.
					12,318	, Sundries .. .	Rs 15,989
66 85	22,02,110	Total Working Expenses . . . .	22,29,538	78 87	28,49,877	Total	Rs 23,29,536
	1,77 626	Deduct—Share of worked lines (Mimpukhas Jhudo and Khadi lines)	1,98,908				
71 04	20,24,484	Net—Jodhpur Hyderabad Railway	20,30,630	87 17	Nil.	Deduct—Share of earnings of worked lines . . . .	Nil
28 96	8,25,393	To balance net earnings .. .	2,98,906	12 83			
		Total	23,29,536	100 00	28,19,877	Total	Rs 23,29,536
100 00	28,49,877						

No VIII—(Continued)

MIRPUR KHAS JHUDO RAILWAY

*Revenue Accounts for the year ending 31st March 1926*

EXPENDITURE			EARNINGS		
Percentage on gross earnings	Previous year		Year end- ing 1926	Percentage on gross earnings	Previous year
.	Rs.	I—To General Administration	.	Rs.	Rs.
.	.	II—To Ordinary Repairs and Maintenance	.	...	1,48,506
.	.	III—To Operating Expenses	.	1,30,882	By Coaching traffic ,, Goods traffic .. .. ..
.	.	IV—To Renewals and Replacements	.	526	,, Electric Telegraph Earnings
40 00	1,112,009	Total Working Expenses	1,26,020	Nil	,, Stem-boat earnings ..
60 00	1,68,015	To balance net earnings	1,89,031	110	, Sundries .
100 0	2,80,024	Total	3,11,051	166	Total
					Deduct—Share of earnings of worked lines
					Nil
					Total
					3,15,051

# MIRPUR KHAS KHADRO RAILWAY.

Revenue Accounts for the year ending 31st March 1926.

No VIII—(Continued)

JODHPUR RAILWAY—(Metre-gauge System)

*Revenue Accounts for the year ending 31st March 1926*

EXPENDITURE.				EARNINGS			
Percentage on gross earnings,	Previous year.	Year end- ing 1926	Percentage on gross earnings	Previous year	Rs	By Coaching traffic .. .	Year end- ing 1926
7 52	8,60,485	I—To General Administration	10,17,081	11 02	14,71,770	44,81,922	
17 88	20,45,532	II—To Ordinary Repairs and Maintenance .. .	18,35,527	19 89	66,99,833	43,95,115	
28 82	32,98,547	III—To Operating Expenses .. .	26,94,787	29 19	11,228	10,276	
5 30	6,06,486	IV—To Renewals and Replacements .. .	9,56,636	10 36	<i>Nil</i>	..	
		Total Working Expenses of the system .. .	65,01,031	70 46	1,11,13,107	92,30,967	
59 52	68,11,050	<i>Deduct</i> —Share of working expenses of the worked lines (Non Budget) .. .	1,98,908	..	1,14,066	<i>Deduct</i> —Share of earnings of worked lines (Non Budget)	4,97,274
...	1,77,626						
60 31	66,33,421	Total Working Expenses .. .	63,05,123	72 19			
39 69	43,65,917	To balance net Earnings .. .	24,28,570	27 81			
100 00	1,09,99,341	Total .. .	87,33,693	100 00	1,09,99,311	Total earnings of the Jodhpur Railway (System )	87,33,693

No VIII—(Concluded)

**PIPAR BILARA LIGHT RAILWAY (Narrow Gauge System)**

*Revenue Accounts for the year ending 31st March 1926.*

*L.R.F.S.*

( 10 )

Percentage on gross earnings	Previous year	EXPENDITURE		EARNINGS.		Year end- ing 1926.	Year end- ing 1926.
		Rs	Year end- ing 1926	Rs	Previous year		
285	1,427	I.—To General Administration	1,598	3.26	35,358	By Coaching traffic	..
2851	14,291	II.—To Ordinary Repairs and Maintenance	9,613	19.62	14,675	,, Goods traffic ..	12,320
2480	12,427	III.—To Operating Expenses	12,129	24.75	..	,, Electric Telegraph Earnings ..	..
763	3,825	IV.—To Renewals and Replacements	4,100	8.37	..	,, Steam-boat earnings ..	..
		Total Working Expenses	27,440	56.00	50,117	Total	..
3621	31,970	To balance net earnings	..	21,565	44.00	..	..
		Total	..	49,005	100.00	50,117	Total
	100.00						..
							49,005



## PAR BILARA LIGHT RAILWAY.

Stores	Cash.	Stores	III Operating Exenses		IV Renewal and Replacements		Total Narrow Gauge System	
			Rs	Rs.	Rs.	Cash	Stores	Cash
576					3,186	606	8,905	1,182
865	2,122	4,325			17		3,692	5,216
1,169	138	79			21	270	193	1,618
							5,469	
							533	
							427	
2,632	7,722	1,407	3,224		876		19,524	7,916
2,632	7,722	4,407	3,224		876		19,524	7,916 "

**No X**  
**ABSTRACT A**  
*Maintenance of Structural Works.*

Year ending 31st March 1925

No X

Year ending 31st March 1926.

( 12 )

Total, Ru.	Jodhpur Hyderabad Railway (British Section )	Jodhpur Railway	Particulars	Jodhpur Railway			Jodhpur Hyderabad Railway (British Section )			Total		
				Ru.	Ru.	Cash	Ru.	Ru.	Ru.	Ru.	Ru.	Ru.
37,927	10,910	27,017	I—General Administrations—									
28,892	7,001	21,891	1 Management and Control —									
31,725	9,005	22,720	(a) Salaries —									
3,597	1,013	2,584	(i) Administrative and Executive officers	26,073	26,073		11,879	37,952	37,952			
Included	In I-1 (a)	III	(ii) Subordinate supervising staff	24,895	24,918		8,147	33,042	33,115			
			(iii) Office staff	15,455	15,455		7,042	22,497	22,497			
			(b) Travelling and other compensatory allowances	1,689	"	1,889	865	2,754	2,754			
			(c) Contingent office expenses	5,320	1,100	6,480	2,467	12	2,467	1,172		
1,02,141	27,929	74,212	Total General Administration	73,632	1,233	74,865	30,400	12	30,412	1,04,032	1,245	1,05,277
<i>II—Ordinary Repairs and Maintenance —</i>												
			1 Structural Works —									
			(a) Track (Running Lines, sidings and yards)	2,56,505	2,819	2,59,324	1,22,834	392	1,23,226	3,70,339	3,211	\$,82,650
			(b) Bridges and Tunnels	12,800	1,070	13,891	5,07	573	16,437	1,663	18,120	
			(c) Service Buildings	10,543	2,172	18,716	7,348	9,324	23,891	4,148	28,039	
			(d) Residential staff quarters	21,001	3,669	24,570	14,290	1,645	35,281	5,214	40,495	
			(e) Station Machinery ( Signals, Turntables, Water columns etc )	16,496	3,534	20,030	6,620	3,488	23,116	7,022	30,138	
			(f) Shore connections at Ferries	8,125	106	8,231	1,344	1,344				
			(g) Miscellaneous (Fencing, Service, roads etc )									
			2 Equipment —									
			(a) Engineers' Tools and Plant	6,511	22,704	29,365	1,909	11,532	8,510	8,326	42,886	
			(b) Service Motor Cars and trolleys	21	5,229	5,229	3	1,183	24	6,412	6,412	
			(c) Furniture and Sundries "	6,42	623	1,206	13	1,183	655	623	1,206	



## ABSTRACT B

Year ending 31st March 1925

Maintenance and supply of Locomotive Power.

Year ending 31st March 1926

Total.	Jodhpur Hudnerdah Railway (British Section),		Jodhpur Railway		Jodhpur Railway (British Section)		Jodhpur Hudderbad Railway (British Section)		Total	
	R <sub>B</sub>	R <sub>S</sub>	Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total	Cash	Stores and Suspense
18,870	6,447	13,423	R <sub>B</sub>	I—General Administration—	R <sub>B</sub>	R <sub>B</sub>	R <sub>B</sub>	R <sub>B</sub>	R <sub>B</sub>	R <sub>B</sub>
41,219	11,888	29,331		(a) Salaries—	14,404	6,662	6,562	20,966	20,966	
35,269	10,190	25,079		(II) Administrative and Executive Officers	29,516	13,448	13,148	42,914	42,914	
Included	2,499	723		(III) Subordinate supervising staff	25,830	11,768	11,768	37,598	37,598	
	in 11 ( ) 111			(IV) Office staff						
97,847	28,248	69,609		(V) Travelling and other compensatory and allowances	2,292	1,014	1,014	3,336	3,336	
				(c) Contingent office expenses	2,975	568	1,356	4,331	5,157	
				Total General Administration	75,017	568	75,585	34,175	826	1,10,021
								34,436	1,09,195	
									826	1,10,021
				II—Ordinary Repairs and Maintenance—						
				1. Locomotives—						
7,14,491	2,16,913	4,97,578		(a) Running repairs	39,147	24,108	63,255	10,984	33,092	94,547
				(b) Workshop repairs	1,28,789	2,06,092	3,34,881	93,897	2,99,889	4,89,533
				(Outturn from manufacture suspense )						
313	90	223		2 Rail Motors—	5	1	1	3	8	1
20,830	6,010	14,790		(a) Running repairs						9
				(b) Workshop repairs						
				3 Equipment—						
				(a) Machinery and Tools	17,095	9,241	26,336	7,788	24,883	38,334
				(b) Service Motor Cars and trolleys	213	93	906	97	310	446
				(c) Furniture and Sundries	—3	119	116	238	—3	173
				4 New Minor Works	238				238	238
				Total Ordinary Repairs and Maintenance	1,86,484	2,39,055	4,25,139	88,951	1,09,188	3,18,433
				III—Operating Expenses						
				1 Running Staff—						
				(a) Wages of Locomotive crews	58,352	58,352	26,585	26,655	84,937	
				(b) Mileage or overtime	46,914	46,914	21,374	21,374	68,288	
				(c) Shed and yard cleaning and fuelling	33,938	57	33,905	15,462	49,400	
				(d) Contingent including clothing	527	5,380	5,907	240	2,451	
				2 Fuel—						
				(a) Cons. Tons J H R Total						
				(i) Indian, 26,983 92	12,293	99	39,777	91	84,118	2,41,969
				(ii) Foreign, 6,692 53	3,049	13	9,741	66	62,536	2,03,909
6,00,080	1,72,686	4,27,394		(iii) Total	—18,392	1,84,625	1,66,233	—8,380	75,730	2,68,741
"					1,433	1,38,020	1,39,453	653	62,536	2,00,903

Details of Payments to other Railways									
Total Rs. J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.	Total Rs. J. II R Rs.
19,350	5,438	13,812	13,812	13,812	Haulage of trains	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
19,250	5,138	13,812	13,812	13,812	Shunting at Joint Stations	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
29,34185	8,67261	20,66,021	20,66,021	20,66,021	Hire of Locomotives	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
19,017	93,808	4,239	4,239	4,239	Interest on capital cost of Locomotives	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
+ 2,39	+ 2,39	-	-	-	Interest on capital cost of Locomotives	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
19,608	90,569	-	-	-	Total Abstract B	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
19,652	1,381	3,271	3,271	3,271	Total Replacement and Renewal	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
14,619	4,238	10,381	10,381	10,381	1. Locomotives	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
19,271	5,619	13,652	13,652	13,652	(a) Workshop charges (outturn from manufac- ture suspended)	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
30,13115	9,40,125	20,72,990	20,72,990	20,72,990	(b) Direct charges	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
-8,509	-2,443	-6,066	-6,066	-6,066	2 Boiler —	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
30,04,606	9,37,682	20,66,924	20,66,924	20,66,924	(a) Workshop charges	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
4,328	44,328	26,093	26,093	26,093	(b) Direct charges	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
70,421	70,421	-	-	-	3 Equipment —	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
6,04,541	9,19,947	15,24,488	15,24,488	15,24,488	(a) Workshop machinery	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
6,04,541	9,19,947	-	-	-	(b) Other	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
19,271	5,619	3,943	3,943	3,943	3 Total Abstract B	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
30,13115	9,40,125	9,31,307	15,35,848	3 83,020	4 Total Replacement and Renewal	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
-8,509	-2,443	-11,360	-11,360	-11,360	1. Deduct—Value of stores returned to stock	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
30,04,606	9,37,682	20,66,924	20,66,924	20,66,924	Less—Share of non budget lines Worked —	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
4,328	44,328	26,093	26,093	26,093	Mirpurkhas Jhudo	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
70,421	70,421	-	-	-	Mirpurkhas Khado	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
29,34185	8,67261	20,66,021	20,66,021	20,66,021	Total Budget Lines	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
1,021	296	7,	7,	7,	Net Budget Lines	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net	Charges Receipts Net
8,813	* 1,096	2,717	2,717	2,717	(b) Patent Fuel	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
7,41292	2,13,120	5,28,172	5,28,172	5,28,172	(c) Oil Fuel	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
1,78,657	50,066	1,23,501	1,23,501	1,23,501	(d) Wood and other 19612	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
1,81923	82,145	1,39,638	1,39,638	1,39,638	(e) Freight on Fuel	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
	55,014	52,265	52,265	52,265	(f) Sea and Foreign Railway	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
	23,131	13,812	13,812	13,812	(g) Loading and inspection fee on coal	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
	5 Rail Motors —	(h) Water wages and stores	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.			
					(i) Oil, tailors and other stores	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(j) Wages and overtime of Drivers etc,	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(k) Fuel	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(l) Other expenses	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					6. Payments to other Railways—	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(a) Haulage of trains	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(b) Shunting at joint stations	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(c) Hire of Locomotives	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(d) Interest on capital cost of Locomotives	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					7 Miscellaneous expenses—	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(a) Carriage of Revenue stores excluding fuel	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(b) Losses of cash and stores	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(c) Other items	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					Total Operations Expenses	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					IV.—Replacement and Renewal	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					1. Locomotives	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(a) Workshop charges (outturn from manufac- ture suspended)	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(b) Direct charges	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					2 Boiler —	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(a) Workshop charges	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(b) Direct charges	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					3 Equipment —	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(a) Workshop machinery	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					(b) Other	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					3 Total Abstract B	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					4 Total Replacement and Renewal	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					5 Deduct—Value of stores returned to stock	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					Less—Share of non budget lines Worked —	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					Mirpurkhas Jhudo	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					Mirpurkhas Khado	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					Total Budget Lines	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.
					Net Budget Lines	J. II R Rs.	J. II R Rs.	J. II R Rs.	J. II R Rs.

No X—(Continued)  
ABSTRACT C

*Maintenance of Carriage and Wagon Stock.*

Year ending 31st March 1926.

## Details of payment to other Railways.

Hire of Vehicles loaned	{	Charges		Rupees	1,20,737
Receipts					996
Net					996
Interest on capital cost	{	Charges		Rupees	1,26,737
of Vehicles					1,26,737
Receipts					1,20,737
Net					1,20,737

## *Expenses of Trustee Departments.*

No X—(Continued)

## ABSTRACT E

Year ending 31st March 1926



Year ending 31st March 192

## *Expenses of General Departments.*

Year ending 31st March 1925

8,178	2,336	5,848	7,362	-160	7,202	3,363	-72	3,28*	10,715	-232	10,483
14,849	4,285	10,561	{	(v)	Medical Department—	8,615	8,615	3,925	12,540	12,540	
				(i) Salaries of medical and nursing staff	-244	-244	-111	-111	-355	-355	
				(ii) Salaries of office establishment							
				(iii) Travelling and other compensatory allowances							
				(iv) Contingent expenses							
				(v) Telegraph Department—							
				(i) Salaries of Superintendents and Assistants							
				(ii) Salaries of Signallers and subordinate executive staff							
				(iii) Travelling and other compensatory allowances							
				(iv) Contingent expenses							
				(E) Police—							
				(i) Contribution to Government for Crime and Order Police							
				(ii) Watch and Ward Establishment							
				(iii) Contingent expenses							
				6 Miscellaneous expenses—							
				(a) Carriage of Revenue Stores General Department							
				(b) Losses of cash and stores							
				(c) Sundries							
				Total General Administration							
				2,89,389	3,660	2,93,049	1,31,855	1,660	1,31,515	1,21,241	5,320
				TII Ordinary Repairs and Maintenance							
				1 Telegraphs—							
				(i) Government Telegraph Department for rent, maintenance etc							
				(ii) Direct maintenance wages and stores							
				(iii) New Minor Works							
				2 Equipment—							
				(a) Furniture and office appliances							
				(b) Service motor cars							
				Total Ordinary repairs and maintenance							
				47,515	47,515	50,748	16,581	1,439	3,247	5,776	4,600
				3,36,904	3,233	3,43,797	1,48,436	1,472	18,058	64,096	47,05
				Total Abstract F							
				3,36,904	6,893	3,41,658	1,48,436	1,382	1,51,568	4,85,340	10,025
				Deduct Value of Stores returned to stock							
				3,36,904	4,754	4,754	1,48,436	2,157	1,50,593	4,85,340	6,011
				Total							
				Less—Share of Non built lines worked—							
				Mirpurkhas Jhudo							
				Mirpuokhas Khadro							
				Net Budget Lines							
				3,41,658	1,35,193	1,965	1,37,158	13,243	192	13,185	6,719
				3,46,904	4,754	3,41,658	1,35,193	1,965	1,37,158	13,243	192

( 21 )

No X—(Concluded)  
**ABSTRACT**  
*Miscellaneous Expenses*

Year ending 31st March 1925

Miscellaneous Expenses

Year ending 31st March 1926

( 22 )

6,221	1,819	4,402	(b) Contributions to Hospitals and medicines	4,355	10	4,371	1,996	6,341	22	6,363
.	.	.	(c) Grants in aid for various purposes	62	2	62	28	6	3	90
1,020	301	719	(d) Grants in aid recreation	766	18	749	1,115	1,115		1,296
...			(e) Miscellaneous	18	13	18	20	1,04		1,2
1,936	631	1,305	9 Publicity expenses— (a) Advertising (all Departments)	1,305	71	77	218	104		1,549
976		62	10 Other 12/-pences	1,305	50	50	50			
1,113,716		12,158	11. Fines projection of Rail & property in connection with the Indian Ry Conference Association	1,02,165	825	1,03,390	70,59	1,73,119	1,200	1,74,110
			12 Miscellaneous contributions and Grants— (a) Private for station gardens etc							
			(b) Contribution to chamber of commerce							
			Total — General Administration	1,02,165	825	1,03,390	70,59	1,73,119	1,200	1,74,110
			III — Operating Expenses —							
12,67	15,264	37,383	1 Indian charges on stores excluding fuel— (a) Freight from port or source of supply	70,411	-18,006	51,508	32,030	-8,611	23,457	74,075
27,010	9,473	20,677	(b) Insurance Port, Landing, yard and other charges	54,030	39	54,069	24,616	18	21,634	57
23,669	21,669	"	(c) Interest on Radhpur Railway Stores				36,479	36,479		36,479
			2 Catering Department —	124	124	56	56	180		180
			(a) Salaries and wages of catering staff					"		
			(b) Provisions and stores	640	640	351	351	1,000	1,000	1,000
			(c) Wines etc							
			(d) Miscellaneous charges							
			3 Miscellaneous expenses —							
			(a) Loss on flight and base coins and spurious notes	—23	—23	2	2	—11	—11	—14
			(b) Losses of cash earnings in transit							
			(c) Expenses on collection of British tolls	13,601	13,601	13,601	13,601	13,601	13,601	13,601
			(d) Interest on capital cost of machinery	2,127	2,127	2,127	2,127	2,127	2,127	2,127
			(e) Electric Light Plant	—173	—173	—173	—173	—173	—173	—173
			(f) Loss by exchange	—1,038	—1,038	—1,038	—1,038	—1,038	—1,038	—1,038
			(g) Miss. plantations	79	79	79	79	79	79	79
			Total — Operative Expenses	1,05,949	1,05,949	—9,905	1,00,112	2,33,723	—27,162	2,00,944
			1 Total — Abstract Q	1,24,816	—14,867	1,09,907	—9,905	1,00,112	—26,612	3,500,000
			2 Total — Abstract O	2,07,141	—1,27,141	2,07,141	—8,210	1,71,271	1,00,672	1,22,141
			3 Direct Value of stores returned to stock	—15	—15	—15	—7	—7	—22	—22
			Total	2,734	—15,077	2,09,324	—8,227	1,71,294	4,06,944	1,40,944
				2,734	—15,077	2,09,324	—8,227	1,71,294	4,06,944	1,40,944
			Loss — Share of Non-budget lines worked — Mysore Mys. Mysore Mysore Mysore Mysore							
			Total	—2,27,351	—19,077	2,09,324	—7,193	1,63,479	—23,711	3,61,209
			Net — Budget Lines	1,04,016	1,10,692	1,13,954	1,04,016	1,04,016	—23,711	3,61,209
				11,431	11,618	10,144	—161	10,111	—161	9,650
				5,176	5,176	5,176	—269	5,176	—269	5,176
				23,349	23,349	16,012	—733	1,711	—733	15,271
				2,10,791	2,10,791	1,53,944	—1,53,944	1,53,944	—1,53,944	1,53,944

PIPAR BILARA LIGHT RAILWAY (*Narrow-Gauge*)No X—(*Continued*)

## ABSTRACT A

*Maintenance of Structural Works*Year ending  
31st March 1925Year ending  
31st March 1926

Pipar Bilara Light Railway	Particulars	Pipar Bilara Light Railway		
		Cash	Stores and Suspense	Total
Rs	Rs	Rs	Rs	Rs
	I — <i>General Administration</i> —			
	1 Management and Control —			
	(a) Salaries —			
572	(i) Administrative and Executive officers	637		637
	(ii) Subordinate supervising staff			
	(iii) Office staff			
23	(b) Travelling and other compensatory allowances			
	(c) Contingent office expenses	..	1	1
595	Total General Administration	637	1	638
	II — <i>Ordinary Repairs and Maintenance</i> —			
	1 Structural Works —			
5,660	(a) Track (Running Lines, siding and yards)	4,695	119	4,814
120	(b) Bridges and Tunnels	119	12	131
60	(c) Service Buildings	95	17	112
111	(d) Residential staff quarters	49		49
Included in (C) above	(e) Station Machinery ( Signals, Turntables, Water columns etc)		4	4
125	(f) Shore connections at Ferries	71	37	108
	(g) Miscellaneous (Fencing, Service, roads etc)			
97	2 Equipment —			
	(a) Engineers' Tools and Plant	39	123	162
	(b) Service Motor Cars and trolleys	15	271	286
	(c) Furniture and sundries			
6	3 Conservancy of rivers			..
958	4 Plantations nurseries and gardens			
	5 New Minor Works	..		
7,147	Total	5,083	583	5,666
7	6 Miscellaneous expenses —			
	(a) Carriage of Revenue Stores	2		2
	(b) Losses of Cash and Stores		..	
	(c) Other items			
7,154	Total Ordinary Repairs and Maintenance	5,085	583	5,668
	IV Replacement and Renewal —			
	1 Structural Works —			
3,825	(a) Track (Running lines siding and yards)	3,233	599	3,832
	(b) Bridges and Tunnels and works incidental thereto	—47	7	—40
	(c) Service buildings			
	(d) Residential Quarters			
	(e) Station machinery	—		
	(f) Shore connections at Ferries	—	..	
	(g) Miscellaneous	—	—	
3,825	2 Equipment			
	Total Replacement and Renewal	3,186	606	3,792
11,574	Total Abstract A	6,908	1,190	10,098
6	Deduct—Value of stores returned to stock	..	8	8
11,568	Total	8,908	1,182	10,090

## PIPAR BILARA LIGHT RAILWAY.

No X (Continued)

## ABSTRACT B

Maintenance and Supply of Locomotive power

Year ending  
March 1925Year ending  
March 1926

Pipar Bilara Light Railway	Particulars	Pipar Bilara Light Railway		
		Cash	Stores and Suspense	Total
Rs	I — General Administration — 1 Management and control — (a) Salaries — (i) Administrative and Executive Officers (ii) Subordinate supervising staff (iii) Office staff (b) Travelling and other compensatory allowance (c) Contingent office expenses .	Rs	Rs	Rs
	Total General Administration			
6,018	II — Ordinary Repairs and Maintenance — 1 Locomotives — (a) Running repairs (b) Workshop repairs (Outturn from manufacture suspense) 2. Rail Motors — (a) Running repairs (b) Workshop repairs 3 Equipment — (a) Machinery and Tools (b) Service Motor Cars and trolleys (c) Furniture and Sundries 4 New Minor Works —	672 681	91 797	763 1,678
6,018	Total ordinary repairs and Maintenance	1,553	888	2,441
690	III — Operative Expenses — 1 Running Staff — (a) Wages of Locomotive crews (b) Mileage of overtime (c) Shed and yard cleaning and fuelling staff (d) Contingent charges including clothing	687		687
502		508		508
162		162		162
1 743	2. Fuel — (a) Coal — (i) Indian (ii) Foreign (b) Patent Fuel (c) Oil fuel (d) Wood and other (e) Freight on fuel (i) Sea and foreign Railway (ii) Home Railway	232 232	56 56	1,650 1,706
24		2	22	24
2,842			2,337	2,337
6				60
528	3. Water wages and stores	650		650
425	4. Oil, tallow and other stores —	84	319	353
18	5. Rail Motors — (a) Wages and overtime of Drivers etc. (b) Fuel (c) Other expenses			
	6 Payments to other Railways — (a) Haulage of trains (b) Shunting at joint stations (c) Hire of Locomotives			
	7 Miscellaneous expenses — (a) Carriage of Revenue stores excluding fuel (b) Losses of cash and stores (c) Other items	23		23
6 940	Total Operating Expenses	2,122	4,328	6,450
	IV — Replacement and Renewal — 1 Locomotives — (a) Workshop charges (outturn from manufacture suspense) (b) Direct charges			17
	2 Rail Motors — (a) Workshop charges (b) Direct charges			
	3 Equipment — (a) Workshop machinery (b) Others			
	Total Replacement and renewal		17	17
12,958	Total Abstract B	3,675	5,233	8,908
	Deduct — Value of stores returned to stock			
12,958	Total	3,675	5,233	8,908

## PIPAR BILARA LIGHT RAILWAY

No X —(Continued)

## ABSTRACT C

## Maintenance of Carriage and Wagon Stock

Year ending  
31st March 1925Year ending  
31st March 1926

Pipar Bilara Light Railway	Particulars	Pipar Bilara Light Railway		
		Cash	Stores and Suspense	Total
Rs	I — General Administration —	Rs.	Rs	Rs
	1 Management and Control —			
	(a) Salaries —			..
	(i) Administrative and Executive Officers			..
	(ii) Subordinate supervising staff			
	(iii) Office staff			
	(b) Travelling and other compensatory allowances			
	(c) Contingent office expenses			
..	Total General Administration			
	II — Ordinary Repairs and Maintenance —			
337	1. Coaching Vehicles —			
	(a) Running repairs	45	161	266
	(b) Workshop Repairs (Outturn from Manufacture Suspense)			
764	2 Goods Vehicles —			
	(a) Running repairs	—8		—8
	(b) Workshop repairs (Outturn from Manufacture Suspense)	299	1,007	1,306
	3 Running repairs to Foreign Railway Vehicles.		1	1
	4 Equipment —			
	(a) Machinery and Tools			
	(b) Service Motor Cars and Trolleys			
	(c) Furniture and sundries			
	5 New Minor Works —			
1,101	Total Ordinary Repairs and Maintenance	336	1,169	1,505
	III — Operating Expenses —			
178	1. Inspection of running vehicles —			
10	(a) Examiners' cleaners, Oilers, etc	182		182
	(b) Oil, grease, and other stores	—50	79	29
	2 Payments to other Railways —			
	Receipts Charges			
	(a) Hire of vehicles loaned			
	3 Miscellaneous —			
	(a) Carriage of Revenue Stores	3		3
	(b) Losses of Cash and Stores	3		3
	(c) Other items			
188	Total — Operating Expenses	138	79	217
	IV — Replacement and Renewal			
	1 Coaching Vehicles —			
	(a) Workshop Charges —	1	85	86
	(Outturn from Manufacture Suspense)			
	(b) Direct charges	20	7	27
	2 Goods vehicles —			
	(a) Workshop charges —			
	(Outturn from Manufacture Suspense)			
	(b) Direct charges			
	3 Equipment —			
	(a) Workshop machinery			
	(b) Other			
	Total — Replacement and Renewal	21	270	291
1,289	Total Abstract C	495	1,518	2,013
	Deduct — Value of stores returned to stock			
1,289	Total	495	1,518	2,013

## PIPAR BILARA LIGHT RAILWAY

No X—(Continued)

## ABSTRACT E

## Expenses of Traffic Department.

Year ending  
31st March 1925Year ending  
31st March 1926

Pipar Bilara Light Railway	Particulars.	Pipar Bilara Light Railway		
		Cash	Store and Suspense	Total
Rs	I General Administration —	Rs.	Rs.	Rs
	1 Management and control —			
	(a) Salaries —			
	(i) Traffic Manager, Deputies and Assistants			
	(ii) Subordinate Supervising staff			
	(iii) Office staff			
	(b) Travelling and other compensatory allowances			
	(c) Contingent office expenses			
	Total General administration			
24	II Ordinary Repairs and Maintenance —			
	1 Equipment —			
	(a) Office and station furniture and appliances	7		7
	(b) Tarpaulins Wagon covers, etc			
	(c) Service motor cars (rail and road) and trailers			—
	Total Ordinary Repairs and Maintenance	7		7
24	III Operating Expenses —			
	1. Salaries, Wages and Allowances —			
	(a) General Operating staff (Inspectors, Canvassers etc)			
	(b) Station Staff	8,009		9,009
	(c) Train staff	870		870
	(d) Mileage and overtime of train staff	105		105
	(e) Travelling Ticket Examining staff			
	2 Fires Lights and general stores for stations and sheds			
	3 Lighting water and general stores in trains			
	4 Clothing			
	5 Stationery Forms and Tickets	336		836
	6 Expenses on handling, collection and delivery of goods —			
	(a) Loading and unloading charges	215		215
	(b) Collection and delivery charges			
	7 Expenses at out-agencies			
	8 Payments to other Railways			
	(a) Traffic expenses at joint station Net	1,383		1,383
	(b) Rent of stations jointly occupied Net	48		48
	(c) Payment for Running Powers Net			
	9 Conference hire and penalty charges on inter charged stock			
	10 Compensation for goods etc lost or damaged Net	—4		—4
	Less Sale proceeds of unclaimed and damaged goods			
5,299	Total —Operating Expenses	5,462		5,462
	11 Miscellaneous Expenses —			
	(a) Carriage of Revenue stores			
	(b) Losses of Cash stores			
	(i) Departmental			
	(ii) of other departments while under transportation			
	(c) Sundries			
5,299	Total Operating Expenses	5,462		5,462
	IV —Replacement and Renewal —			
	1 Equipment			
	Total —Replacement and renewal			
5,323	Total Abstract E	5,469		5,469
	Deduct —Value of stores returned to stock			
5,323	Total	5,469		5,469

## PIPAR BILARA LIGHT RAILWAY.

No. X (Continued)

## ABSTRACT F

## Expenses of General Department

Year ending  
31st March 1925Year ending  
31st March 1926

Pipar Bilara Light Railway	Particulars	Pipar Bilara Light Railway		
		Cash	Stores and Suspense	Total
Rs	I—General Administration	Rs		Rs
	1 London Boards —			
	(a) Board of Directors and staff			
	(b) Auditors and Accounts			
	(c) Construction Engineers' and Inspectors fees and allowances			
	(d) Office expenses and contingencies			
	2 Shares of Secretary of State's General charges			
	3 Charges in India for Government supervision control and audit			
	4 Leave allowances in England			
	5 Indian management and control,—			
	(a) Agents' office —			
	(i) Salaries of administrative and Assistant officers			
	(ii) Salaries of office establishment			
	(iii) Travelling and other compensatory allowances			
	(iv) Contingent office expenses			
	(b) Accounts and Audit Department —			
	(i) Salaries of Gazetted Officers			
	(ii) Salaries of office establishment			
	(iii) Salaries of outdoor inspection and verification staff			
	(iv) Travelling and other compensatory allowances			
	(v) Contingent office expenses			
	(c) Stores Department —			
	(i) Salaries of Gazetted staff			
	(ii) Salaries of Subordinate supervising staff			
	(iii) Salaries of office establishment			
	(iv) Travelling and other compensatory allowances			
	(v) Contingent office expenses			
	(d) Cash and Pay Department	24		24
	(e) Medical Department —			
	(i) Salaries of medical and nursing staff			
	(ii) Salaries of office establishment			
	(iii) Travelling and other compensatory allowances			
	(iv) Contingent expenses			
	(f) Telegraph Department —			
	(i) Salaries of Superintendents and Assistants			
	(ii) Salaries of Signallers and subordinate executive staff			
	(iii) Travelling and other compensatory allowances			
	(iv) Contingent expenses			
	(g) Police —			
	(i) Contribution to Government for Crime and Order Police			
	(ii) Watch and Ward Establishment			
	(iii) Contingent expenses			
	6 Miscellaneous expenses —			
	(a) Carriage of Revenue Stores General Departments			
	(b) Losses of cash and stores			
	(c) Sundries			
569	Total General Administration	533		533
	II—Ordinary Repairs and Maintenance —			
	1 Telegraphs —			
	(a) Government Telegraph Department for rent, maintenance etc			
	(b) Direct maintenance wages and stores			
	(c) New Minor Works			
	2 Equipment —			
	(a) Furniture and office appliances			
	(b) Service motor cars			
	Total Ordinary repairs and maintenance			—
569	Total Abstract F	533		533
	Deduct—Value of Stores returned to stock ,			—
569	Total	533		533

## PIPAR BILARA LIGHT RAILWAY

No. X (Concluded)

ABSTRACT G

Miscellaneous Expenses

Year ending  
31st March 1925Year ending  
31st March 1926

Pipar Bilara Light Railway	Particulars	Pipar Bilara Light Railway		
		Cash	Stores and Suspense	Total
Rs.		Rs.	Rs.	Rs.
	<i>I - General Administration —</i>			
	1 Law charges—			
	(a) Salaries of Railway Legal staff and fees to Counsel			
	(b) Costs and other legal expenses			
	2 Rents of buildings and lands—			
	(a) For residential purposes			
	(b) Other			
	3 Rates and taxes—			
	4. Contributions to Provident institution —			
268	(a) Bonus	427		427
	(b) Cost of management (if not part of Audit office)			
	5 Gratuities—			
	(a) For good, efficient and faithful service			
	(b) Other gratuities			
	6 Compensation (other than those included in E III 10)			
	7 Educational grants —			
	(a) Net cost of Railway schools			
	(b) Grants in aid to other schools			
	8 Health and Welfare services —			
	(a) Sanitation, conservancy, and lighting in railway colonies, and residential areas			
	(b) Contributions to Hospitals and medicines			
	(c) Grants in aid religious purposes			
	(d) Grants in aid—recreation			
	(e) Miscellaneous			
	9. Publicity expenses —			
	(a) Advertising (all Departments)			
	(b) Other expenses			
	10. Fire protection of Railway property			
	11 Expenses in connection with the Indian Railway Conference Association			
	12 Miscellaneous contributions and Grants			
263	Total General Administration	427		427
	<i>III - Operating Expenses —</i>			
	1. Indian charges on stores excluding fuel			
	(a) Freight from port or source of supply			
	(b) Insurance, Port, landing, yard and other charges			
	2. Catering Department —			
	(a) Salaries and wages of catering staff			
	(b) Provisions and stores			
	(c) Wines etc			
	(d) Miscellaneous charges			
	3. Miscellaneous expenses—			
	(a) Loss on light and base coins and spurious notes			
	(b) Losses of cash earnings in transit			
	(c) Expenses on collection of Bridge tolls			
	Total Operative Expenses			
263	Total Abstract G	427		427
	Deduct — Value of stores returned to stores			
263	Total	427		427

( 30 )  
**JODHPUR RAILWAY—(Jodhpur Section)**  
No XI—Abstract I—Coaching earnings—(Continued)  
Year ending 31st March 1926

Previous year  Amount	Traffic Mileage, Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
		Amount	Amount	Amount	Amount	Amount
Rs 26,46 277	1—Passengers —	Rs 53,940	Rs 1,10,619	Rs 78,976	Rs 23 23 926	Rs 25,66 861
Nil	(a) Full fares					
Nil	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week end and holiday excursion tickets	647	4,905	380	798	6 730
Nil,	(ii) Season and Zone tickets	2 467	861	175	3,758	7,261
Nil,	(iii) Other description of concession tickets	1 438	3 516	597	14 215	19 766
13,446	(c) Military passengers					
	Total	57 892	1,19,901	80 128	23 42,697	26,00 613
26 59,728	Previous Year	—	—	—	—	
13,730	2—Special trains and reserved carriages					12 0,2
81 739	3—Passengers' luggage					64 387
2,57 288	4—Parcels traffic —					2,41,724
Nil	(a) Public parcels					Nil,
	(b) Service parcels					
14 251	5—Other Coaching Traffic —					8 233
6 867	(a) Rail and road motor vehicles and carriages					22,267
	(b) Sundry					
Nil	6.—Transport of Post Office Mails —					
28,611	(a) Special postal trains					31 746
439	(b) Hire and haulage of postal vans and compartments					586
Nil	(c) Post Office bags and parcels by weight					
6,305	7—Miscellaneous Coaching Receipts —					1 862
	(a) Penalties levied for irregular travelling					21,800
	(b) Sundry					
30 68 973					Total	30,05 275
271	Less—Outstandings irrecoverable					395
30 68 702					Total	30 04 880

**JODHPUR-HYDERABAD RAILWAY—(British Section)**

Previous year  Amount	Traffic Mileage, Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
		Amount	Amount	Amount	Amount	Amount
Rs 9,65,080	1—Passengers —	Rs 10,754	Rs 48,627	Rs 67,414	Rs 8,77,190	Rs 10 03,985
Nil	(a) Full fares					
67	(b) Reduced fares —					
5,902	(i) Return tickets at reduced fares and week end and holiday excursion tickets	166	2,603	669	1 737	5,175
	(ii) Season and Zone tickets	1 210	860	221	18	18
	(iii) Other description of concession tickets	561	1 716	240	681	2 472
	(c) Military passengers					8 313
	Total	12 691	58 306	68,544	8,85 422	10 19,963
9 71,049	Previous year	—	—	—	—	
372	2—Special trains and reserved carriages					4 736
20,0,2	3—Passengers' Luggage					16,446
1,05 491	4—Parcels traffic —					1,06,127
Nil	(a) Public parcels					
	(b) Service parcels					
3 187	5—Other Coaching traffic —					1,697
4 448	(a) Rail and road motor vehicles and carriages					4,945
	(b) Sundry					
Nil	6—Transport of Post Office Mails —					
11 623	(a) Special postal trains					
902	(b) Hire and Haulage of postal vans and compartments					10,479
	(c) Post office bags and parcels by weight					547
Nil	7—Miscellaneous Coaching Receipts —					
1 200	(a) Penalties levied for irregular travelling					862
	(b) Sundry					1 060
11,18,274					Total	11,68,862
79	Less—Outstandings irrecoverable					239
11 18 195					Total	11 68 603

Note — An enhanced mileage charge of 50 per cent of the actual mileage is levied on the Jaswantgarh Ladnun Branch

**MIRPUR-KHAS JHUDO RAILWAY.**  
**No XI—Abstract I—Coaching earnings (Continued)**

Year ending 31st March 1926

Previous year Amount	Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class,	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
		Amount	Amount	Amount	Amount	Amount,
Rs 1,38,936	1.—Passengers —	Rs 774	Rs 2,958	Rs 7,930	Rs 1,41,253	Rs 1,52,915
924	(a) Full fares —					
1	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week end and holiday excursion tickets	18	22	63	44	147
	(ii) Season and Zone tickets				444	444
	(iii) Other description of concession tickets			10	124	134
	(e) Military passengers					
	Total	792	2,980	8,003	1,41,865	1,53,640
1,39,851	Previous year	912	2,628	7,641	1,28,670	
1,273	2.—Special trains and reserved carriages					—100
6,508	3.—Passengers' luggage					1,467
224	4.—Parcels traffic —					5,766
520	(a) Public parcels					
180	(b) Service parcels					
1,48,506	5.—Other Coaching Traffic —					49
	(a) Rail and road motor vehicles and carriages					—96
	(b) Sundry					
	6.—Transport of Post Office Mails —					
	(a) Special postal trains					
	(b) Hire and haulage of postal vans and compartments					853
	(c) Post office bags and parcels by weight					315
	7.—Miscellaneous Coaching Receipts —					
	(a) Penalties levied for irregular travelling					183
	(b) Sundry					183
	Total					1,62,260
1,48,506	Less—Outstandings irrecoverable					
	Total					1,62,260

**MIRPUR-KHAS KHADRO RAILWAY**

Previous year Amount	Traffic Mileage Fares	1st Class	2nd Class	Inter Class	3rd Class,	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
		Amount	Amount	Amount	Amount	Amount
Rs 1,20,538	1.—Passengers —	Rs 965	Rs 2,224	Rs 6,700	Rs 1,29,771	Rs 1,39,660
928	(a) Full fares —					
	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week end and holiday excursion tickets		5	16		21
	(ii) Season and zone tickets			170	471	471
	(iii) Other description of concession tickets				12	182
	(e) Military passengers				3	3
	Total	965	2,229	6,886	1,30,257	1,40,337
1,30,466	Previous year	808	1,918	5,584	1,22,156	
807	2.—Special trains and reserved Carriages					184
8,812	3.—Passengers' luggage					1,001
224	4.—Parcels traffic —					3,452
538	(a) Public parcels					
525	(b) Service parcels					
1,36,367	5.—Other Coaching Traffic —					256
	(a) Rail and road motor vehicles and Carriages					
	(b) Sundry					
	6.—Transport of Post Office Mails —					
	(a) Special postal trains					
	(b) Hire and haulage of postal vans and compartments					
	(c) Post office bags and parcels by weight					671
	7.—Miscellaneous Coaching Receipts —					
	(a) Penalties levied for irregular travelling					155
	(b) Sundry					126
	Total					1,46,182
1,36,367	Less—Outstandings irrecoverable					3
	Total					1,46,179

*Note*—An enhanced mileage charge of 50 per cent, of the actual mileage is levied on the Mirpur-Khas Jhudo and Khadro Branches.

## PIPAR-BILARA LIGHT RAILWAY

## No XI—Abstract I—Coaching earnings—(Concluded)

Year ending 31st March 1926

Previous year amount	Traffic Mileage, Fares	1st Class	2nd Class	Inter Class	3rd Class	Total Amount
		Pies 24	Pies 12	Pies 5	Pies 4	
		Amount	Amount	Amount	Amount	
Rs 33,448	1 — Passengers —	Rs 161	Rs 618		Rs 34,213	Rs 34,902
	(a) Full fares					
	(b) Reduced fares —					
Nil	(i) Return tickets at reduced fares and week end and holiday excursion tickets					
Nil	(ii) Season and Zone tickets					
Nil	(iii) Other description of concession tickets				19	19
Nil	(c) Military passengers				1	1
	Total	161	618		34,233	35,012
33,448	Previous year	116	694		32,638	
	Intermediate class accommodation is not provided on this branch					
36	2 — Special trains and reserved carriages					
785	3 — Passengers' luggage					703
	4 — Parcels traffic —					
949	(a) Public parcels	"	"			760
	(b) Service parcels	"	"			
	5 — Other Coaching Traffic —					
	(a) Rail and road motor vehicles and carriages					
20	(b) Sundry					15
	6 — Transport of Post Office Mails —					
	(a) Special postal trains					
	(b) Hire and haulage of postal vans and compartments					
76	(c) Post office bags and parcels by weight					86
	7 — Miscellaneous Coaching Receipts —					
	(a) Penalties levied for irregular travelling					28
44	(b) Sundry	"	"			72
3,318					Total	36,683
	<i>Less — Outstanding irrecoverable</i>					
35,358					Total	36,683

Note.—An enhanced mileage charge of 50 per cent. of the actual mileage is levied on this branch.

## JODHPUR RAILWAY—(Jodhpur Section.)

No XI—Abstract II—*Goods Earnings (Continued)*

Previous year Amount		Amount
Rs		Rs
	1 Fuel —	
	(a) Coal and Coke —	
20,921	(1) For the public .. ... .	11,091
.	(2) For Foreign Railways and Home Line Construction ... ... ... ..	86
	(b) Oil Fuel ... .. .	4,544
20,921	Total .	15,721
44,69,673	2 General Merchandise .. ... ... .	27,89,046
2,666	3 Military traffic ... ... ... ..	3,501
27,253	4 Live Stock ... .. . .. ..	22,263
	5 Railway materials (other than Coal and Coke).—	
...	(a) For Foreign Railways ... .. ...	28,988
47,086	(b) For Home Line Construction ... .. ..	48,693
	6 Service maintenance materials and stores —	
	(a) Coal and Coke.—	
1,93,406	(i) For Locomotive Department ... ... .	96,915
..	(ii) For other Departments .. ... ..	
..	(b) Oil Fuel ... ... ... .. ..	..
59,543	(c) General stores and materials ... .. .	52,814
2,52,949	Total .	1,49,729
	7 Miscellaneous Goods Earnings —	
5,481	{ (a) Demurrage . ... ... .. .	234
	{ (b) Wharfage and storage .. .. ..	11,079
.	(c) Sundries .. ... ... .. ..	552
48,26,029	Total .	30,69,806
453	<i>Less—Outstandings irrecoverable</i> ..	4,285
48,25,576	<b>TOTAL</b> ..	<b>30,65,521</b>

## JODHPUR RAILWAY —(Jodhpur Section)

No XI —Abstract II —*Earnings from Goods Traffic (Continued)*

Commodities	Year ending 31st March 1926 Amount
	Rs
<i>General Merchandise.—</i>	
Rice in the husk .. .. .. .. ..	66
Rice not in the husk .. .. .. .. ..	1,11,429
Gram and pulse .. .. .. .. ..	2,39,078
Wheat .. .. .. .. ..	1,00,157
Jowar and Bajra .. .. .. .. ..	60,568
Other grains .. .. .. .. ..	1,80,871
Marble and stone .. .. .. .. ..	3,10,338
Salt .. .. .. .. ..	60,058
Gur, Jagree, molasses, etc .. .. .. .. ..	91,447
Sugar, refined and unrefined .. .. .. .. ..	1,30,616
Wood, unwrought .. .. .. .. ..	14,065
Metallic ores .. .. .. .. ..	8
Oil seeds .. .. .. .. ..	1,89,423
Cotton, raw, pressed .. .. .. .. ..	43,029
Cotton, raw, unpressed .. .. .. .. ..	29,658
Cotton, manufactured .. .. .. .. ..	1,08,700
Fodder .. .. .. .. ..	52,084
Fruits and vegetables, fresh .. .. .. .. ..	29,525
Jute, raw .. .. .. .. ..	66
Iron and steel, wrought .. .. .. .. ..	1,27,248
Kerosine oil .. .. .. .. ..	1,53,577
Tobacco .. .. .. .. ..	33,514
Provisions .. .. .. .. ..	63,124
Other commodities .. .. .. .. ..	6,60,397
Total	<u>27,89,046</u>

## JODHPUR-HYDERABAD RAILWAY.—(British Section.)

No. XI.—Abstract II—*Goods Earnings.*—(Continued)

Previous year Amount			Amount
Rs			Rs
	1 Fuel —		
	(a) Coal and Coke —		
8,260	(1) For the public ... ... ... ...		2,324
...	(2) For Foreign Railways and Home Line Construction . . . .		...
.	(b) Oil Fuel . ..		1,829
8,260		Total ...	4,153
16,52,611	2 General Merchandise . .. ... ...		10,66,366
1,331	3 Military traffic ... ... ... ...		1,726
1,532	4 Live Stock .. . . . .		1,494
	5 Railway materials (other than Coal and Coke.)—		
...	(a) For Foreign Railways ... ... ..		1,070
17,677	(b) For Home Line Construction .. ... ..		17,133
	6 Service maintenance materials and stores.—		
	(a) Coal and Coke —		
17,108	(i) For Locomotive Department ... ...		29,296
...	(ii) For other Departments .. ... ..		..
..	(b) Oil Fuel . . . . .		...
15,378	(c) General stores and materials .. ...		17,808
32,486		Total ...	47,104
	7 Miscellaneous Goods Earnings —		
2,835	{ (a) Demurrage .. . . . .		168
	{ (b) Wharfage and storage . . . . .		3,194
..	(c) Sundries ... . . . .		..
17,16,732		Total ..	11,42,408
62	<i>Less—Outstandings irrecoverable</i> ...		102
17,16,670		<b>TOTAL</b> ...	<b>11,42,306</b>

## JODHPUR-HYDERBAD RAILWAY.—(British Section)

No XI—Abstract II—*Earnings from Goods Traffic (Continued)*

Commodities	Year ending 31st March 1926 Amount					
	Rs					
<i>General Merchandise —</i>						
Rice in the husk . . . .. ..						2,751
Rice not in the husk . . . .. ..						78,252
Gram and pulse ... .. .. .. ..						68,642
Wheat ... .. .. .. ..						33,091
Jowar and Bajra .. .. .. ..						60,892
Other grains . .. .. ..						47,952
Marble and stone .. .. .. ..						47,439
Salt ... .. .. .. ..						3,139
Gur, jagree, molasses, etc . .. .. .. ..						4,143
Sugar, refined and unrefined . .. .. ..						50,249
Wood, unwrought . .. .. ..						4,935
Metallic ores .. .. .. .. ..						1
Oil seeds .. .. .. .. ..						1,02,143
Cotton, raw, pressed .. .. .. ..						1,22,205
Cotton, raw, unpressed .. .. .. ..						1,089
Cotton, manufactured . .. .. ..						37,578
Fodder .. .. .. .. ..						11,827
Fruits and vegetables, fresh .. .. .. ..						9,447
Jute, raw .. .. .. ..						19
Iron and steel, wrought .. .. ..						54,150
Kerosine oil . .. .. .. ..						67,111
Tobacco . .. .. .. ..						13,020
Provisions ... .. .. .. ..						34,658
Other commodities ... .. .. .. ..						2,11,633
	Total					
						10,66,366

## MIRPUR-KHAS JHUDO RAILWAY

No XI —Abstract II — *Goods Earnings—(Continued)*

Previous year Amount		Amount
Rs		Rs
	1 Fuel —	
	(a) Coal and Coke —	
64	(1) For the public ... . ...	...
...	(2) For Foreign Railways and Home Line construction ... ... .. ...	.
...	(b) Oil Fuel . ... . ... ..	9
64	Total .	9
1,29,720	2 General Merchandise ... ... ... ..	1,50,840
.	3 Military traffic . .. .. .	
17	4 Live Stock . . . ...	42
	5 Railway materials (other than Coal & Coke) —	
...	(a) For Foreign Railways .. . ... ..	..
251	(b) For Home Line Construction ... ..	453
	6 Service maintenance materials & stores —	
	(a) Coal & Coke —	
...	(i) For Locomotive Department ... ..	..
...	(ii) For Other Departments ... .. ..	..
...	(b) Oil Fuel ... .. ... ..	.
238	(c) General stores and materials ... .. ..	254
238	Total .	254
	7. Miscellaneous Goods Earnings—	
595	{ (a) Demurrage .. ... .. ..	.
	{ (b) Wharfage and storage .. . ... ..	618
..	(c) Sundries ... .. .. ..	..
1,30,885	Total ..	1,52,216
3	<i>Less—Outstandings irrecoverable</i> ...	12
1,30,882	Total .	1,52,204

## MIRPUR-KHAS JHUDO RAILWAY.

No XI—Abstract II.—*Earnings from Goods Traffic—(Continued)*

Commodities	Year ending 31st March 1926 Amount
	Rs
<i>General Merchandise —</i>	
Rice in the husk .....	118
Rice not in the husk .....	7,260
Gram and pulse .....	901
Wheat .....	18,553
Jowar and Bajra .....	12,303
Other grains .....	545
Marble and stone .....	697
Salt .....	588
Gur, jagree, molasses, etc .....	806
Sugar, refined and unrefined .....	3,101
Wood, unwrought .....	787
Metallic ores .....	...
Oil seeds .....	10,212
Cotton, raw, pressed .....	59,567
Cotton, raw, unpressed .....	30
Cotton, manufactured .....	2,249
Fodder .....	933
Fruits and vegetables, fresh .....	1,538
Jute, raw .....	10
Iron and steel, wrought .....	2,529
Kerosine oil .....	685
Tobacco .....	1,474
Provisions .....	3,771
Other commodities .....	22,183
Total	1,50,840

## MIRPUR-KHAS KHADRO RAILWAY

## No XI —Abstract II— Goods Earnings—(Continued)

Previous year Amount		Amount
Rs.		Rs
	1. Fuel —	
	(a) Coal and Coke —	
37	(1) For the public ... .. .	...
..	(2) For Foreign Railways and Home Line Construction .. ... ..	...
..	(b) Oil Fuel ... .. .. ..	55
37		Total ..
25,752	2. General Merchandise ... .. ..	34,148
..	3. Military traffic ... .. .. ..	..
155	4. Live Stock ... .. .. ..	11
..	5. Railway materials (other than Coal and Coke).—	
..	(a) For Foreign Railways ... .. ..	...
127	(b) For Home Line Construction ... ..	50
	6. Service maintenance materials and stores.—	
	(a) Coal and Coke.—	
.	(i) For Locomotive Department ..	...
..	(ii) For Other Departments ... ..	...
..	(b) Oil Fuel ... .. .. ..	..
174	(c) General stores and materials ... ..	127
174		Total ..
460	7. Miscellaneous Goods Earnings —	127
	{ (a) Demurrage .. .. .. ..	10
	{ (b) Wharfage and storage .. .. ..	683
.	(c) Sundries ... .. .. ..	...
26,705		Total ..
.	<i>Less—Outstandings irrecoverable</i> ... ..	...
26,705		Total ..
		35,084

## MIRPUR-KHAS KHADRO RAILWAY

No XI.—Abstract II—*Earnings from Goods Traffic—(Continued)*

						Year ending 31st March 1926 Amount
						Rs
<b>General Merchandise —</b>						
Rice in the husk . . . . .	..	.	.	.	.	733
Rice not in the husk . . . . .	.	..	..	..	..	1,892
Gram and pulse . . . . .	..	..	..	..	..	540
Wheat . . . . .	.	..	..	..	..	1,208
Jowar and Bajra . . . . .	..	.	..	.	..	1,454
Other grains . . . . .	..	..	..	..	..	107
Marble and stone . . . . .	..	..	..	..	.	233
Salt . . . . .	..	..	..	..	..	530
Gur, jagree, molasses, etc . . . . .	..			..	.	409
Sugar, refined and unrefined . . . . .		..	..	..	..	1,390
Wood, unwrought . . . . .	..	..	.	..	..	703
Metallic ores . . . . .	.	..	..	..	..	.
Oil seeds . . . . .	..	..	..	..	.	646
Cotton, raw, pressed . . . . .	..	..	..	..	..	.
Cotton, raw, unpressed . . . . .	..	..	..	..	..	11,166
Cotton, manufactured . . . . .	..	..	..	..	..	957
Fodder . . . . .	..	..	.	..	..	402
Fruits and vegetables, fresh . . . . .		..	..	..	..	624
Jute, raw . . . . .	..	..	..	..	..	..
Iron and steel, wrought . . . . .	.	..	..	..	..	2,103
Kerosine oil . . . . .	..	..	..	..	..	500
Tobacco . . . . .	..	..	..	..	..	487
Provisions . . . . .	..	..	..	..	.	1,786
Other commodities . . . . .	..	..	..	..	..	6,278
					<b>Total</b>	<b>34,148</b>

## PIPAR BILARA LIGHT RAILWAY.

No XI.—Abstract II—*Goods Earnings—(Continued)*

Previous year Amount		Amount
Rs.		Rs.
	1 Fuel —	
	(a) Coal and Coke —	
77	(1) For the public .. .. .. ..	165
...	(2) For Foreign Railways and Home Line Construction .. .. .. ..	...
...	(b) Oil Fuel .. .. .. ..	..
77	Total	165
14,347	2 General Merchandise .. .. ..	11,856
.	3 Military traffic .. .. .. ..	..
...	4. Live Stock ... .. .. .. ..	..
...	5. Railway materials (other than Coal and Coke) —	
...	(a) For Foreign Railways .. .. .. ..	..
10	(b) For Home Line Construction .. .. ..	8
...	6 Service maintenance materials and stores —	
...	(a) Coal and Coke —	
...	(i) For Locomotive Department .. .. ..	..
...	(ii) For Other Departments .. .. ..	..
...	(b) Oil Fuel... .. .. .. ..	..
97	(c) General stores and materials .. .. ..	45
97	Total	45
.	7 Miscellaneous Goods Earnings —	
144	{ (a) Demurrage .. .. .. ..	..
	{ (b) Wharfage and storage .. .. ..	246
.	(c) Sundries .. .. .. ..	..
- 14,675	Total	12,320
.	Less—Outstandings irrecoverable ..	..
14,675	TOTAL	12,320

## PIPAR BILARA LIGHT RAILWAY

No XI—ABSTRACT II.—*Earnings from Goods Traffic—(Concluded)*

Commodities	Year ending 31st March 1926 Amount
<i>General Merchandise —</i>	Rs
Rice in the husk	...
Rice not in the husk	114
Gram and pulse	325
Wheat	783
Jowar and Bajra	582
Other grains	515
Marble and stone	398
Salt	333
Gur, Jagree, Molasses, etc	632
Sugar, refined and unrefined	222
Wood, unwrought	87
Metallic ores	..
Oil seeds	732
Cotton, raw, pressed	1,419
Cotton, raw, unpressed	5
Cotton, manufactured	591
Fodder	1,392
Fruits and vegetables fresh	203
Jute, raw	..
Iron and steel, wrought	317
Kerosine oil	126
Tobacco	92
Provisions	104
Other commodities	2,884
Total	11,856

## JODHPUR RAILWAY.—(Jodhpur Section)

No. XI—ABSTRACT III—*Miscellaneous Earnings (Continued.)*Year ending  
March 1925

Year ending 31st March 1926.

Previous year Amount	Heads of Accounts.	Amount
Rs		Rs
7,128	1 Electric Telegraph Earnings .. .. ..	6,328
	2. Receipts from Other Railways for services rendered—	
...	} (a) Haulage of trains { Gross receipts. }         ,, charges. } ..	
...	} (b) Shunting at joint stations .. { Gross receipts. }         ,, charges. } ..	
3,980	3,980 } (c) Hire of Locomotives { Gross receipts. 7,427 ...      }         ,, charges .. } ..	7,427
1,142	1,142 } (d) Hires of vehicles loaned { Gross receipts ..      }         ,, charges } ..	
...	} (e) Traffic expenses at stations .. { Gross receipts. }         ,, charges. } ..	
Nil	} (f) Rent of stations jointly occupied .. { Gross receipts }         ,, charges. } ..	
Nil	} (g) Payments for running powers ... { Gross receipts. }         ,, charges. } ..	
Nil	} (h) Conference hire & penalties on inter-changed stock .. { Gross receipts. }         ,, charges } ..	
5,122	Total receipts from other Railways .. ...	7,427
72,245	1,18,301 } (i) Interest on Capital { Gross receipts. 95,257 46,056 } cost of Locomotives {         ,, charges .. } ..	95,257
55,541	1,15,986 } (j) Interest on Capital cost of Vehicles { Gross receipts 1,08,039 60,445 }         ,, charges .. } ..	1,08,039
28,224	*31,434 } (k) Interest on Capital cost of buildings { Gross receipts 35,868 3,210 } jointly used .. {         ,, charges 76 } ..	35,792
1,68,260	Carried over	2,52,843

## JODHPUR-HYDERABAD RAILWAY —(British Section)

**No XI—Abstract III—Miscellaneous Earnings—(Contd.)**

Year ending March 1925		Year ending 31st March 1926				
Previous year. Amount		Heads of Accounts				Amount
Rs						Rs
3,203		Brought forward	.			6,028
		3. Rents and Tolls.—				
207	(a)	Residential buildings ...	..	.	.	214
...	(b)	Other building or rooms		.	.	74
280	(c)	Land .. .	...	.	.	82
..	(d)	Tolls on bridges .. .	..	..	..	..
487		Total Rents ..				470
	4	Receipts from Catering Department —				
...	(a)	Meals and Refreshments in rooms and cars ...				...
.	(b)	Sales of Stores and Wines ...				...
	(c)	Sundry Receipts .. .	..	..	..	..
		Total Receipts—Catering Department ..				
8,050	5	Overhead charges and profits recovered on sales of stores and work done in Workshops ..				10,642
1,788	6	Unclaimed or unpaid wages and salaries ..				—348
	7.	Sundry Receipts —				
..	(a)	Advertisement fees ..	..	..	..	..
..	(b)	Fees on share transfers, etc ..	..	.		
23	(c)	Excess cash ..	..	..	..	12
1,461	(d)	Other unclassified receipts ..				1,823
		Total Sundry Receipts ..				1,835
1,484						
15,012		Total Miscellaneous Earnings ..				18,627
..		Less—Outstandings irrecoverable ..				..
15,012		Total ..				18,627

## MIRPUR-KHAS JHUDO RAILWAY

No XI—Abstract III—*Miscellaneous Earnings—(Continued)*

Year ending 31st March 1926

Previous year Amount	Heads of Accounts	Amount
Rs		Rs
526	1. Electric Telegraph Earnings ... ... ...	421
	2. Receipts from Other Railways for services ren- dered —	
	(a) Haulage of trains . { Gross receipts " charges	
	(b) Shunting at joint stations { Gross receipts. " charges	
Nil.	(c) Hire of Locomotives ... { Gross receipts " charges	Nil.
	(d) Hire of vehicles loaned ... { Gross receipts " charges.	
	(e) Traffic expenses at joint{ Gross receipts stations .. { " charges	
	(f) Rent of stations jointly { Gross receipts occupied .. { " charges	
	(g) Payments for running { Gross receipts. powers .. { " charges	
	(h) Conference hire and penal- { Gross receipts ties on inter-changed stock { " charges	
Nil	Total receipts from other Railways ..	Nil
Nil.	(i) Interest on Capital cost { Gross receipts of Locomotives ... { " charges	Nil.
	(j) Interest on Capital cost { Gross receipts of vehicles .. { " charges	
	(k) Interest on Capital cost { Gross receipts of buildings jointly used { " charges.	
526	Carried over ...	421

## MIRPUR-KHAS JHUDO RAILWAY.

No XI.—Abstract III—*Miscellaneous Earnings—(Contd)*

Year ending 31st March 1926.

Previous year Amount	Heads of Accounts	Amount.
Rs		Rs
526	Brought forward ...	421
	3. Rents and Tolls —	
...	(a) Residential buildings ... ... .. .	..
...	(b) Other building or rooms ... .. .. .	..
...	(c) Land ... .. .. .. .. .	..
.	(d) Tolls on bridges ... .. .. .. .. .	..
	Total Rents ...	..
	4 Receipts from Catering Department —	
...	(a) Meals and Refreshments in rooms and cars .. .. .	..
...	(b) Sales of Stores and Wines ... .. .. .	..
..	(c) Sundry Receipts ... .. .. .. .	..
.	Total Receipts—Catering Department ..	
	5 Overhead charges and profits recovered on sales of stores and work done in Workshops ...	..
14	6 Unclaimed or unpaid wages and salaries ..	..
	7 Sundry Receipts —	
.	(a) Advertisement fees ... .. .. .. .	..
.	(b) Fees on share transfers, etc. ... .. .. .	..
.	(c) Excess cash ... .. .. .. .. .	..
96	(d) Other unclassified receipts .. .. .. .	166
	Total Sundry Receipts ...	166
636	Total Miscellaneous Earnings ...	587
.	<i>Less—Outstandings irrecoverable</i> ...	..
636	Total ...	587

## MIRPUR-KHAS KHADRO RAILWAY.

No. XI.—Abstract III—*Miscellaneous Earnings.—(Continued)*

Year ending 31st March 1926.

Previous year Amount	Heads of Accounts.	Amount.
Rs		Rs.
880	1 Electric Telegraph Earnings ... ... ...	889
	2 Receipts from Other Railways for services rendered —	
	(a) Haulage of trains ... { Gross receipts „ charges	
	(b) Shunting at joint stations { Gross receipts „ charges	
	(c) Hire of Locomotives . { Gross receipts „ charges	
	(d) Hire of vehicles loaned .. { Gross receipts „ charges	
	(e) Traffic expenses at joint stations { Gross receipts. „ charges	
	(f) Rent of stations jointly occupied .. { Gross receipts „ charges	
	(g) Payments for running powers ... ... ... { Gross receipts „ charges	
	(h) Conference hire and penalties on interchanged stock { Gross receipts „ charges	
Nil	Total receipts from other Railways ..	Nil
Nil	(i) Interest on Capital cost of Locomotives ... ... { Gross receipts „ charges	Nil
Nil	(j) Interest on Capital cost of vehicles ... ... ... { Gross receipts „ charges.	Nil
880	Carried over ...	889

## MIRPUR-KHAS KHADRO RAILWAY

No XI—Abstract III—*Miscellaneous Earnings—(Contd)*

Year ending 31st March 1926

Previous year Amount		Amount.
Rs		Rs.
880	Brought forward	889
	3. Rents and Tolls —	
...	(a) Residential building .. . . .	.. . .
..	(b) Other buildings or rooms .. . . .	... . . .
...	(c) Land ... . . . .	. . . .
	(d) Tolls on bridges ... . . . .	.. . . .
	Total Rents .. . . .	... . . .
	4. Receipts from Catering Department —	
...	(a) Meals & Refreshments in rooms & cars ... . . .	.. . . .
...	(b) Sales of Stores and Wines ... . . . .	. . . .
	(c) Sundry Receipts ... . . . .	.. . . .
	Total Receipts—Catering Department .. . . .	... . . .
	5. Overhead charges and profits recovered on sales of stores and work done in workshops ... . . . .	. . . .
30	6. Unclaimed or unpaid wages & salaries .. . . .	.. . . .
	7. Sundry Receipts —	
..	(a) Advertisement fees .. . . .	.. . . .
..	(b) Fees on share transfers etc. .. . . .	.. . . .
...	(c) Excess cash ... . . . .	.. . . .
60	(d) Other unclassified receipts .. . . .	71
60	Total Sundry Receipts .. . . .	71
970	Total Miscellaneous Earnings ... . . . .	960
...	Less—Outstandings irrecoverable .. . . .	.. . . .
970	Total .. . . .	960

## PIPAR-BILARA LIGHT RAILWAY

No XI—Abstract III — *Miscellaneous Earnings (Continued)*Year ending  
March 1925

Year ending 31st March 1926

Previous year Amount		Amount
Rs.		Rs.
Nil.	1 Electric Telegraph Earnings .. .	Nil.
	2 Receipts from Other Railways for services rendered.	
	(a) Haulage of trains ... { Gross receipts ," charges	
	(b) Shunting at joint stations { Gross receipts ," charges	
	(c) Hire of Locomotives . { Gross receipts ," charges	Nil.
	(d) Hire of vehicles loaned . { Gross receipts ," charges	
	(e) Traffic expenses at joint stations .. { Gross receipts ," charges	
	(f) Rent of stations jointly occupied { Gross receipts ," charges	
	(g) Payments for running powers ... .. { Gross receipts ," charges	
	(h) Conference hire & penalties on interchanged stock .. { Gross receipts ," charges	
Nil.	Total receipts from other Railways ...	Nil.
Nil.	(i) Interest on Capital cost of Locomotives ... { Gross receipts ," charges	
Nil.	(j) Interest on Capital cost of vehicles .. .. { Gross receipts ," charges	Nil.
Nil.	(k) Interest on Capital cost of buildings jointly used ... { Gross receipts ," charges	
Nil.	Carried over ...	Nil.

## PIPAR BILARA LIGHT RAILWAY.

No. XI—Abstract III.—*Miscellaneous—(Concluded)*Year ending  
March 1925

Year ending 31st March 1926.

Previous year Amount. Rs. ...		Amount. Rs ...
	Brought forward ..	..
3. Rents and Tolls —		
... (a) Residential buildings ..	...	..
.. (b) Other building or rooms ..	..	.
.. (c) Land ..	..	..
.. (d) Tolls on bridges ..	..	..
	Total Rents ..	..
4. Receipts from Catering Department —		
... (a) Meals and Refreshments in rooms and cars ..	..	..
... (b) Sales of Stores and Wines ..	..	..
... (c) Sundry Receipts ..	..	..
	Total Receipts Catering Department ..	..
... 5. Overhead charges and profits recovered on sales of stores and work done in Workshops ..	..	..
84 6. Unclaimed or unpaid wages and salaries ..	..	..
7. Sundry Receipts —		
... (a) Advertisement fees .. ..	..	..
... (b) Fees on share transfers, etc ..	..	..
... (c) Excess cash .. ..	..	..
.. (d) Other unclassified receipts ..	..	2
	Total Sundry Receipts ..	2
	Total Miscellaneous Earnings ..	2
... Less—Outstandings irrecoverable ..	..	..
84	Total ..	2

## JODHPUR RAILWAY.—(System)

No XII.—Statement of Outstanding earnings for the year ending 31st March 1926.

		Outstanding on					
		Last day of year			Date of preparation of this statement		
		Rs	A	P	Rs	A.	P.
Due from construction account—							
" Government	Postal Department	...	...	...	2,097	11	...
	Civil	...	..	..			1,287
	Military	...	..	..	.	..	..
	Telegraph	..	..	..	..	..	..
" Public companies and Traders	...	...	..	..	6,410	14	..
" Other Railways	..	..	..	..	2,136	14	..
" Traffic Department	...	...	..	..	1,70,823	12	..
" On account of carriage of Revenue Stores for Engineering Department	..	..	..	..	5,445	7	..
" Locomotive—							
" Carriage and Wagons	...	...	..	..	642	6	..
" Traffic	..	..	..	..	30,290	15	9
" Stores	..	..	..	..	208	10	..
" Medical	...	..	..	..	..	..	..
" Sundries	...	..	..	..	..	..	..
	Total	...	2,18,056	9	9	1,55,463	11
							9

No XIII.—Statement of Surplus Profits for the year ending 31st March 1926.

Net earnings as per Form VIII.—	Rs.	Rs
Add — Outstanding of the previous year realized subsequent to declaration of surplus profits	...	...
Deduct —		
Guaranteed Interest	...	..
Interest on overdrawn Capital	..	..
Contribution to Provident Fund	...	..
Add or Deduct		
Items (to be detailed) entered in the Revenue account which do not affect surplus profits	...	..
Deduct — Outstanding detailed below, belonging to the current year not realized at the date of preparing this account	..	..
Surplus Profits	..	..
Government share of Surplus Profits	...	..
Company's share of Surplus Profits	...	..

## JODHPUR-HYDERABAD RAILWAY —(British Section)

## No. XIV.

Net Revenue Account for the year ending 31st March 1926

<i>Dr</i>	<i>Rs</i>		<i>Cr</i>
To Interest on Capital Outlay .	*	By net earnings of the year as per form No VIII	Rs 2,98,905
Balance, being surplus profit .	*	By Balance, being net loss .	
Total			Total

Memo showing how the above interest has been arrived at —

Total outlay to end of			Rs } *
Half outlay from	to	(Rs ) , "	
Interest on Rs	for		Rs }

## No XV

Account of Total Net Receipts

<i>Dr.</i>	<i>Rs</i>		<i>C</i>
To Net earnings to end of previous year	126,83,058	By Amount outstanding at debit of Traffic Account	Rs 3,612
To Net earnings for current year	2,98,905	By Amount outstanding at debit of Revenue Suspense ,	
To amount of Demands payable at end of year	1,63,288	By Amount of Net receipts	130,91,909
To foreign Railways			
Total	1,30,95,751	Total	1,30,95,751

## No XVI

Interest Account

<i>Dr</i>	<i>Rs</i>		<i>Rs.</i>
To amount of net Receipts from Account No XV	*	By Interest to end of previous year	*
To balance excess of interest on Capital on net receipts	*	By Interest during the current year	*
Total	*	By Balance of net receipts in excess of interest of Capital Account	*

\* Figures will be advised later on

57

4

5

6

7

# Jodhpur Railway.

Substitute the following for Statements Nos. XIV & XVI on  
page 54 of Section II of the Annual Report for the  
year ending 31st March 1926

JODHPUR-HYDERABAD RAILWAY—(British Section)

## No. XIV

Net Revenue accounts for the year ending 31st March 1926

Dr,			Cr,
To Interest on Capital outlay .	Rs 2,13,381	By Net Earnings of the year as per Form No VIII	Rs 2,98,906
To Balance, being surplus profit	85,525	By Balance, being net loss .. ..	
TOTAL	<u>2,98,906</u>	TOTAL .	<u>2,98,906</u>

Memo -showing how the above interest has been arrived at —

Interest to date as per Appendix A of the Finance Accounts for 1925-26	Rs. 47,29,376
Deduct—Interest to 31st March 1925 as per Statement No XVI of the previous year's account ... .. ..	45,15,995
Interest for the year ending 31st March 1926 .	<u>2,13,381</u>

## No. XVI.

*Interest Account.*

Dr			Cr.
To Amount of Net Receipts from account No. XV. ..	Rs 1,30,91,909	By Interest to end of previous year ...	Rs. 45,15,995
		By Interest during the year	2,13,381
		By Balance of Net Receipts in excess of interest of Capital Account ...	<u>83,62,533</u>
TOTAL .	<u>1,30,91,909</u>	TOTAL ...	<u>1,30,91,909</u>

J O D H P U R ,  
Dated the 16th December 1926. }

E. M. DADY,  
Acting Auditor of Accounts,  
J. Railway.

## JODHPUR-HYDERABAD RAILWAY—(British Section.)

## No XVII.—Revenue Balance Sheet

<i>Dr</i>			<i>Cr</i>
	Rs		Rs
To Demands payable ...	1,63,288	By Traffic Account ..	3,842
,, Deposits .. ..	...	,, Deposits, Private, Companies .. .	.
,, , (unpaid wages) ..	...	,, Miscellaneous Advances ..	.
,, Fines ... ..	.	,, Cash . ... .	..
,, Foreign Railways ..	...	,, Surplus profits paid to ..	.
,, Net Revenue Account	1,29,32,463	,, Company ... .	.
		,, Government . ..	1,30,91,909
Total ...	1,30,95,751	Total ..	1,30,95,751

## No. XVIII.

*Abstract of Returned Stores.*

		Amount
		Rs
Balance in hand at the end of the previous year	...	...
<i>Add</i> - Value of Stores returned to Stock during the year	..	..
Total	...	.
<i>Deduct</i> —		
Value of Stores issued or otherwise disposed of during the year	..	..
Balance	...	.



## JODHPUR RAILWAY

(Metre and Narrow Gauge System)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section), Sind Light Railways, and Pipar Bilara Light Railway for the year ending 31st March 1926 are correct and have been prepared strictly in accordance with the orders in force

E M DADY,

ACTING AUDITOR OF ACCOUNTS,

*Jodhpur Railway**Jodhpur, dated the 17th June 1926*

J. W GORDON, MAJOR,

MANAGER,

*Jodhpur Railway.**Certificate respecting the permanent way etc*

I hereby certify that the whole of the permanent way, Stations, Buildings, Telegraphs, etc., have, during the past year been maintained in good working condition and repair

E E V TEMPERLEY,

Dy MANAGER,

*Engineering,**Jodhpur Railway**Jodhpur, dated the 1st April 1926*

J W GORDON, MAJOR,

MANAGER,

*Jodhpur Railway**Certificate respecting the Rolling-Stock.*

I hereby certify that whole of the Plants, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair

J. W GORDON, MAJOR,

MANAGER,

*Jodhpur Railway**Dated the 1st April 1926*

J H. STIRLING,

LOCO CARRIAGE &amp; WAGONS SUPDT.,

*Jodhpur Railway**Confirmed.*

V T JANSON,

Senior Government Inspector of Railways,

Circle No. 5.

BOMBAY

*Dated the 6th April 1926.*

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**SECTION III.**

**Analysis of Working**

*(Statistical Statements.)*

**1925-26**

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## STATISTICAL STATEMENTS

## No 1—DESCRIPTION OF RAILWAY WORKED.

Item	Headings	GAUGE.	
		3'-3 $\frac{3}{8}$ ''	2'-0''
1 01	Mean mileage worked Miles	841.57	25 25
1 02	Number of stations . No	126	4
1 03	Total length of the following gradients—		
	(a) 1/50 and less Miles	...	...
	(b) 1/51 to 1/80 ,	..	...
	(c) 1/81 to 1/100 ,	..	0.66
	(d) 1/101 to 1/200 . ,	169.06	2.75
	(e) 1/201 to 1/300 . ,	65.75	3.33
1 04	Steepest gradient worked—		
	(a) Length.. . ... ,	1.17	0.68
	(b) Inclination ... ..	1/130	1/100
1 05	Maximum degree of curvature and radius —		
	(a) Degree of curvature ...	8°	12°
	(b) Radius in feet . ...	716'	478'
1 06	Ratio of curve to total length of line (expressed) as a percentage).	8.92	5.95
1 07	Average amount of curvature per mile ... . ... Degrees	11.81	16.35

## No. 2.—Statement showing the mileage open and under construction on 31st March 1926,

Item.	Headings.	RAILWAYS COMPRISING THE SYSTEM				
		Jodhpur Railway	Jodhpur-Hyderabad Railway	Mirpur-khas Jhudo Railway	Mirpur-khas Khadro Railway	Pipar Bulara Light Railway
2.01	Gauge ..	3'-3-3/8"	3'-3-3/8"	3'-3-3/8"	3'-3-3/8"	2'-0"
	Route mileage—					
2.02	Single ..	(a) 617 66	123.98	50 43	49 50	25 25
2.03	Double line ..		..	..	..	..
2.04	Treble lines, etc, as the case may be ..	..	..	..	..	..
2.05	Total ..	617.66	123.98	50 13	49.50	25 25
	Track mileage—					
2.06	Running track (treating double, treble, etc, lines as 2, 3 or more tracks)	617 66	123.98	50 43	49 50	25 25
2.07	Transportation sidings ..	(a) 75 69	28 55	3 61	3 14	0 13
2.08	Commercial sidings ..	5 78	3 39	0 33	..	0 31
2.09	Total ..	699 13	155.92	54 37	52 64	26 02
	Mileage opened during the year 1925-26—					
2.10	Section ..	..	..	..	..	..
2.11	Date of first opening for traffic, Miles (single, double, treble, etc, or sidings) ..	..	..	..	..	..
2.12	Working Agency ..	..	..	..	..	..
2.13	Constructing Agency ..	Jodhpur Darbar	JODHPUR British Govt	UR RAILWAY Sind Light Ry Co	Sind Light Ry Co	Jodhpur Darbar
2.14	Route mileage authorised but not open for traffic on 31st March 1926—					
2.15	Sanctioned—Section Miles	..	..	..	..	..
2.16	Under construction—Section Miles	..	..	..	..	..
2.17	Proportion of work completed on 31st March 1926	..	..	..	..	..
2.18	Mileage worked on foreign railways in exercise of running powers or under some other arrangement ..	..	..	..	..	..

(a) Includes 8.93 miles of Sursagar Branch and Bhutia sidings opened on 15-3-24 but not included in previous returns

No. 3.—STATEMENT OF ROLLING-STOCK FOR THE YEAR ENDED 31st MARCH 1926

Locomotives, Rail Motors, Steam Coaches and Electric Motor Coaches—Metre-Gauge

( 3 )

Number and Description												Steam Coaches at the end of the year		Electric Motor Coaches at the end of the year		
Cr Tank.	Total	Gross	Traction	Total	Stock	New	Replace-	Other	Total	Reduc-	Total	Stock on	Total	Average	IIIrd	
(b)	(c)	(d)	(e)	(f)		purchases	ment	causes		tions of	the list at	stock on	the end	weight in	Class	
1	1	R 114 4X86	6,657	80 46	1	1					1	6,657				
7	1	D 6 E 13 4X42	6,557 8,450	20 00 39 70	1	1	7				1	6,557 59,150				
12	12	F 14 6X42½ F 0 14 4X53	9,085 7,766	42 75 44 40	12	12					12	116,220				
12	12	F 0 14 4X53	7,766	44 40	12	12					12	93,192				
6	6	Q 13 4X42½	8,851	47 40	6	6					6	50,106				
11	11	M 15 6X48	11,602	60 84	11	11					11	127,622				
21	2	P 16½ 6X57	11,823	63 87	21	21					21	246,283				
10	10	S P 10½ 6X57	14,291	65 80	10*	11					1*	142,9 0				
10	10	M S 16 6X48	15,907	65 25	10*	13					3*	10*	159,570			
6	6	H G 16 8X43	19,684	80 91	5	5					5	97,920				
1	1	H G 17½ 8X43	20 825	80 50	0	-					1	20,825	1			
2	2	1 15 6X43	17,613	44 83	2	-					2	35,226	2			
96	96	99									3	99	1,164,138	3	3	7

Note—I Stock condemned in this and previous years awaiting replacement, Nil  
 II Number of locomotives lent or hired out to other lines 3 M Class Engines No 065,66 and 67 are lent to B Ry. but these are not deducted from the total stock

III 1 S P, and 3 M S Class Locomotives of B Railway which are on loan, have been returned to parent line hence deducted.

No 3—Statement of Rolling Stock for the Year ended 31st March 1926

*Locomotive, Rail Motors, Steam Coaches and Electric Motor Coaches—2'-0" (Narrow Gauge)*

ADDITIONS TO STOCK DUE TO										REDUCTIONS OF STOCK				TOTAL STOCK AT THE END OF THE YEAR				ELECTRIC MOTOR COACHES AT THE END OF THE YEAR				THIRD CLASS SEATS.			
NUMBER AND DESCRIPTION		GROSS WEIGHT OF ENGINE AND TENDER IN WORKING ORDER		TENDERS		CARS		RAIL MOTORS		STEAM COACHES AT THE END OF THE YEAR		SEATS		SEATS		AVERAGE WEIGHT IN TONS OF EACH COACH		NO		THIRD CLASS SEATS.					
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)			
Tender	Total	Total	Gross weight of engine and tender in working order	Total	Tenders	Cars	Rail motors	Steam coaches at the end of the year	Total tractive effort in lbs	Number erected over to locomotive department	Seats	Seats	Seats	Average weight in tons of each coach	Third class seats	16	17	..	..	..	..	..			
Standard type																									
No 1 50 H P	1	1	84 $\frac{84}{6 \times 25}$	3430	14.2	1	1	1	..	..	3430	..	..	..	..	..	..	..	..	..	..	..			
No 2 50 H P	1	1	84 $\frac{84}{6 \times 23}$	3729	11.5	1	1	1	..	..	3729	..	..	..	..	..	..	..	..	..	..	..			
Total...	2	2	..	7159	..	2	2	2	..	..	7159	..	..	..	..	..	..	..	..	..	..	..			

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**No 4—STATEMENT OF ROLLING-STOCK**

**Coaching Stock—Metre-Gauge.**

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No 4—Statement of Rolling stock

### **Coaching Stock—**

*for the year ended 31st March 1926*

### Metre Gauge

Additions to stock due to					Total stocks by classes				
New purchases or construction	Replacement	Other causes.	Total	Reductions of stock,	Total stock on the last at the end of the year	First	Second,	Intermediate	Third
10	11	12	13	14	15	16	17	18	19
					5	48			
		2†	2	2*	1	12	84		
		1		1‡	6				
				1*	18			487 4	
				12? *	3			198	
		2†	8	2*	28				840
6					52				4'201 6
6		4	10	18	113	60	84	683 4	5,041 6
1				5?*	13	78	78		
1				1*	7	66 0	135 8		
3				1*	2	12	32	52	
				3	8	36	40	144	209 6
					2		12	16	
					7				875 9
5			5	7	39	102	297 8	212	581 7
		1†	1		3				66
6			6		16				918 4

## No 4—Statement of Rolling stock

## Coaching Stock—

Description of stock	Average weight in tons		Seats by classes				Total stock authorised against authorisation up to the last day of the previous year	
	Of each description of vehicle	Of each group	First,	Second	Intermediate	Third		
1	2	3	4	5	6	7	8	9
Intermediate class carriages with brake compartments or brake vans								
Other composites Third class with mails	{ 4 wheeled	5 64	5 64				22	1
	Bogie	14 6	175 2				59 2	12
	Total		15 86				44	26
IV — Brake vans luggage and brakes and brake vans with mail accommodation—(excluding those forming part of composite passenger carriages)	{ 4 wheeled	5 80	5 80	3 67			1	1
Brake vans and luggage and brakes used exclusively on passenger service	{ 6 wheeled							
	Bogie	18 0	72 0	8 60			4	3
Brake vans fitted with Mails (Newspaper letter sorting								
	Total		15 56				5	4
V — Store Vans	{ 4 wheeled	5 41	16 23				8	2
	6 wheeled							
	Bogie	9 50	19 0				2	2
VI — Dining cars	{ 4 wheeled							
	6 wheeled							
	Bogie	19 5	58 5	17 3	1 67		3	3
VII.—Saloons, Royal and State	{ 4 wheeled							
	6 wheeled							
	Bogie	22 8	45 6				3	2
VIII.—Reserved carriages (for use of public	{ 6 wheeled							
	Bogie							
IX — Fruit vans	Bogie	16 9	33 8	7 79			3	2
X — Carriage and Motor vans		7 40	22 2	6 42			3	3
XI — Horse vans		6 81	54 48	4			8	8
XII — Luggage or parcel vans		4 35	17 4	7 35			4	4
XIII — Miscellaneous (excluding departmental)								
	Total coaching vehicles		12 28				256	218
XIV — Departmental (including officers' carriages) Subordinate rest vans,	{ 4 wheeled	6 95	83 4				15	12
	Bogie	18 4	18 4	8			1	1
Trailer coaches —								
I electric —								
Composite, 1st, 2nd and 3rd								
Uniform class								
Driving	(Third)							
Steam—	Total							
Composite 1st, 2nd and 3rd								
Uniform class								
Driving	(Third)							
	Total							

? Shows the stock altered from one class to other

*for the year ended 31st March 1926.*

## Metre Gauge

\*The stock on loan from B. Ry. have been returned back to parent line in this year hence deducted from the total.

Continued from pages 11 &amp; 12

## No. 6 — Statement of rolling stock

## Goods Stock—

Description of Stock	Average weight in tons		Average carrying capacity in tons		Total stock authorised	
	Of each description of vehicles	Of each group	Of each description of vehicles	Of each group		
1	2	3	4	5	6	
Tank wagons	{ 4 wheeled Bogie	6.24 11.5	56.16 23.00	8.57 16.67	77.13 38.34	11 3
Miscellaneous wagons	{ 4 wheeled Bogie					
Travelling cranes and their dummy trucks	{ 4 wheeled Bogie	15.21	30.42	2.25	2.25	2
Brake Vans used indiscriminately on passenger, goods or mixed services	{ 4 wheeled Bogie	7.22	454.86	2.96 ..	186.48	63
Total goods vehicles		4.72		10.90	2560	
Departmental vehicles (including inspection trolleys)—						
Ballast wagons—						
Travelling water tanks	{ 4 wheeled 6-wheeled	3.22 5.17	16.10 180.95	3.77 10.77	18.85 376.95	5 36
Other vehicles—						
Driver's rest vans	4 wheeled	4.61	96.81			21
Accident Vans	4 wheeled	4.19	8.88			2
Motor inspection trolleys for engineers		0.83	0.99	2.33	6.99	3
Road vehicles—						
Motor cars (passengers)						
Motor trains (e.g., Renard's for passengers or goods)						
Motor vans (for parcels and goods)						•

— Shows the stock altered from one  
 X— Shows W T 070 having been written  
 (a) 5 G B S and 2 W T S lent to B Ry which were  
     Nos 053 and 0881 have not  
 (b) out of 3 Lgs on loan from B Ry, only one has  
 (c) 20 Driver's rest vans which were hitherto shown

for the year ended 31st March 1926

## Metre-Gauge

Total stock constructed against authorisation up to the last day of the previous year	Additions to stock due to				Reductions of stock	Total stock on the list at the end of the year	Total carrying capacity in tons
	New pur- chases or construction	Replace- ment	Other causes	Total			
7	8	9	10	11	12	13	14
6	3			3		9	77 13
2						2	33 34
	2			2		2	(Dummy only) 2 25
59			5 (a)	5	1 (b)	63	186 48
2,191	185		5	190	21	2,360	25,731 71
6					1X	5	18 85
33			2 (a)	2		35	876 95
2	.		21 ? (e)	21		21	
3						2	
						3	(Seats) 6 99

class to other  
off as per Manager's orders  
formerly deducted from the total, are now being taken again but out of these 2 G B S  
been received in this year  
been returned to parent line in this year  
as mule wagons, are now shown under the separate heading.

## No 6—Statement of Rolling stock

## Goods stock—

Description of Stock	Average weight in tons		Average carrying capacity in tons		Total stock authorised
	Of each description of vehicles,	Of each group	Of each description of vehicles	Of each group	
1	2	3	4	5	6
Covered wagons—					
4 wheeled	{ 10 tons and under				
	{ Over 10 and up to 15 tons	4.07	6,231.17	9.31	14,253.61
Bogie	{ Over 15 and up to 20 tons	5.47	2,056.72	14.51	5,455.76
	{ Over 20 tons	9.48	37.72	17.63	70.52
	Total		4.36		10.35
					2,073
Open wagons, low sided—					
4 wheeled	{ 10 tons and under				
	{ Over 10 and up to 15 tons	3.07	267.09	7.78	676.86
Bogie	{ Over 15 and up to 20 tons				
	{ Over 20 tons	7.84	1,748.32	19.28	4,299.44
	Total		6.50		16.05
					310
Open wagons high-sided—					
4 wheeled	{ 10 tons and under	"			
	{ Over 10 and up to 15 tons	3.09	77.25	9.99	249.75
Bogie "	{ Over 15 and up to 20 tons	4.16	145.60	11.76	411.60
	{ Over 20 tons				
	Total		3.71		11.02
					95
Special wagons—					
Live stock wagons	-	{ 4 wheeled			
		{ Bogie			
Wagons for explosives (powder vans)		{ 4 wheeled	3.21	9.63	4.99
		{ Bogie	"	"	14.97
Timber or Rail wagons	"	{ 4 wheeled			
		{ Bogie	"	"	"

for the year ended 31st March 1926

## Metre Gauge

Total stock constructed against authorisation up to the last day of the previous year.	Additions to stock due to				Reductions of stock.	Total stock on the last at the end of the year	Total carrying capacity in tons
	New pur chases or construction	Replace ment	Other causes,	Total			
7	8	9	10	11	12	13	14
1,551					20 (e)	1,531	14,253 61
291	85		.	85	-	376	5,455 76
4	-					4	70 52
1,846	85			85	20 (e)	1,911	19,779 89
87						87	676 86
163	60			60		223	4,299 44
250	60			60		310	4,976 30
25	35			35		25	249 75
						35	411 60
25	35		"	35		60	661 35
3				...		3	14 07

COACHING STOCK (2/-C/'' Gauge)

No 7—Statement of Rolling stock for the year ended 31st March 1926.

No 8.—Statement of Rolling stock for the year ended 31st March 1926.  
Goods Stock.—2' 0" Gauge.

Description of Stock	Average weight in tons,		Average carrying capacity in tons		Total stock authorised	Additions to stock due to			Total stock on the last day of the Year	Total carrying capacity in tons				
	Of each description of Vehicle		Of each group	Of each description of vehicle		New pur- chase or con- tract for the last year	Replace- ment.	Other causes						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<i>Goods Wagons—</i>														
Covered goods wagon ordinary .	3.03	3.03	5.00	5.00	1	1	..	..	..	..	1	8.00		
Low sided open wagon (iron) ordinary	2.21	4.42	5.00	10.00	2	2	..	..	..	..	2	10.00		
Low sided open wagon (iron) bogie .	4.02	4.02	10.00	10.00	1	1	..	..	..	..	1	10.00		
High sided open wag- ons (wooden body) ordinary . .	1.80	7.20	5.00	20.00	4	4	..	..	..	..	4	20.00		
Total . .	.	2.33	.		5.62	8	8	..	..	..	..	8	46.00	
<i>Departmental Wagons—</i>														
Running water tank (Metre Gauge) ordi- nary	5.14	5.14	10.70	10.70	1	1	..	..	..	..	1	10.70		
Blake van (iron) ordi- nary . .	3.22	3.22	3.00	3.00	1	1	..	..	..	..	1	3.00		
<b>Total Goods Vehicles</b>	.	2.70	...		5.87	10	10	..	..	..	..	10	58.70	

## No 9.—Statement of passenger revenue statistics

Item	Heading	Amount or Number	
		Metro Gauge	Narrow Gauge
9 01	No of passengers carried (in hundreds)—		
9 01	1st .. . . .	42	1
9 02	2nd .. . . .	265	4
9 03	Inter .. . . .	1,181	..
9 01	3rd .. . . .	33,265	824
	Passengers originating on home line whether local or foreign (in hundreds)—		
9 05	1st .. . . .	26	..
9 06	2nd .. . . .	196	3
9 07	Inter .. . . .	1,085	..
9 08	3rd .. . . .	29,662	566
9 09	Total .. . . .	30,972	569
9 10	Other traffic .. . . .	3,781	260
9 11	Total .. . . .	31,753	829
	Passenger miles (in thousands)—		
9 12	1st .. . . .	602	1
9 13	2nd .. . . .	2,859	6
9 14	Inter .. . . .	6,058	..
9 15	3rd .. . . .	163,680	1,096
9 16	Total .. . . .	173,229	1,103
	Average number of miles a passenger was carried—		
9 17	1st .. . . .	113.55	19.39
9 18	2nd .. . . .	107.73	15.00
9 19	Inter .. . . .	51.55	..
9 20	3rd .. . . .	19.21	13.30
9 21	Total .. . . .	49.85	13.31
	Earnings from passengers carried (in thousands)—		
9 22	1st .. . . .	76	..
9 23	2nd .. . . .	170	1
9 24	Inter .. . . .	161	..
9 25	3rd .. . . .	3,501	31
9 26	Total .. . . .	3,920	35
	Average rate (in pies) charged per passenger per mile—		
9 27	1st .. . . .	21.29	36.02
9 28	2nd .. . . .	12.01	18.00
9 29	Inter .. . . .	5.16	..
9 30	3rd .. . . .	1.1	6.00
9 31	Total .. . . .	1.31	6.09
9 32	Total parcel earnings (in thousands)	357	1
9 33	Total miscellaneous coaching earnings (in thousands)	205	1
9 34	Total coaching earnings (in thousands)	4,482	37

## No 10.—Statement of Goods Revenue statistics

Item	Heading	Amount or Number	
		Metre Gauge	Narrow Gauge
	No of tons carried (in thousands)—		
10 01	General merchandise including live-stock	575	6
10 02	Fuel for the Public and foreign railways and for construction	3	1
10 03	Fuel on revenue account .. .	76	...
10 04	Other revenue stores ..	96	..
10 05	Total	750	7
10 06	Tons originating on home line (whether local or foreign) ..	405	5
10 07	Other traffic .. .	345	2
10 08	Total ...	750	7
10 09	No of tons terminating ..	440	5
10 10	No. of tons of cross traffic ..	135	
	Net ton-miles (in thousands)—		
10 11	General merchandise including live-stock ..	103,512	115
10 12	Fuel for the public and foreign railways ..	799	5
10 13	Fuel on revenue account ..	8,593	.
10 14	Other revenue stores —	6,147	3
10 15	Total .. .	119,051	123
	Average miles a ton of goods was carried—		
10 16	General merchandise including live-stock ..	180 00	18.53
10 17	Fuel for the public and foreign railways ..	290 03	19.98
10 18	Fuel on revenue account ..	113 43	...
10 19	Other revenue stores ..	63 63	14.28
10 20	Total .. .	158 69	18.47
	Earnings from goods carried (in thousands)—		
10 21	General merchandise including live-stock ..	4,166	12
10 22	Fuel for the Public and foreign railways ..	20	...
10 23	Fuel on revenue account ..	126	.
10 24	Other revenue stores .. .	71	..
10 25	Total ... .. .	4,383	12

No 10.—*Statement of Goods Revenue Statistics.—(Concluded)*

Item	Headings.	Amount or Number.	
		Metre Gauge	Narrow Gauge.
	Average rate (in pies) charges for carrying a ton of goods one mile—		
10 26	General merchandise including live-stock ..	7 73	19 81
10 27	Fuel for Public and foreign railways ..	4 79	5 79
10 28	Fuel on revenue account .. ..	2 82	...
10 29	Other revenue stores .. ..	2 22	3 29
10 30	Total .. .. ..	7 07	18 83
10 31	Total other goods earnings (in thousands) ..	12	...
10 32	Total goods earnings (in thousands) ...	4,395	12
10 33	Total electric telegraph earnings (in thousands) ...	10	...
10 34	Total Steam-boat earnings (in thousands) ..	...	...
10 35	Total Sundry earnings (in thousands) ...	344	...
10 36	Total gross earnings (in thousands) ...	9,231	49

No. 11.—*Statement of Train and Engine mileage.*

## Train miles—

## Main lines—

11 01	Passenger	—	..	..	..	*372,360	...
11 02	Mixed	...	...	...	...	588,577	...
11 03	Goods	...	..	..	,	406,474	...

## Branch lines—

11 04	Passenger	...	..	..	.	...	..
11 05	Mixed	..	...	,	.	269,966	.
11 06	Goods	.	...	..	..	23,026	..

## Main and Branch lines—

11 07	Passenger	...	...	...	.	372,360	32
11 08	Mixed	...	..	..	..	858,543	18,280
11 09	Goods	...	..,	..	..	429,500	308

\* Including branch line passenger train miles.

## No 11—Statement of train and engine mileage—(Concl)

Item	Heading.	Amount or Number		
		Metre Gauge	Narrow Gauge.	
11 10	Main and Branch line— Passenger and proportion of mixed .. ... ..	788,721	13,728	
11 11	Goods and proportion of mixed .. .. ..	871,682	4,892	
11 12	Total .. .. ..	16,60,403	18,620	
	Departmental—			
11 13	Passenger .. ... ..	2,127	...	
11 14	Goods .. .. ..	11,548	...	
11 15	Rail Motor cars .. ... ..	..	...	
	Shunting miles— Passenger and proportion of mixed—			
11 16	Shunting engines .. ... ..	57,615	...	
11 17	Train engines .. .. ..	695	...	
11 18	Total .. .. ..	58,310	...	
	Goods and proportion of mixed—			
11 19	Shunting engines .. .. ..	228,160	...	
11 20	Train engines .. .. ..	2,250	...	
11 21	Total .. .. ..	230,410	...	
	Engine Miles (other than train and shunting miles)— Passenger and proportion of mixed—			
11 22	Assisting not required .. ... ..	4,115	...	
11 23	Assisting required .. ... ..	133	...	
11 24	Light .. .. ..	7,398	...	
11 25	Total "Other" ( items 11 22 + 11 23 + 11 24 ) ..	11,646	..	
11 26	Departmental .. .. ..	161	...	
	Goods and proportion of mixed—			
11 27	Assisting not required .. ... ..	5,724	...	
11 28	Assisting required .. .. ..	6	...	
11 29	Light .. .. ..	5,737	...	
11 30	Total "Other" (item 11 27+11 28—11 29) ..	11,467	..	
11 31	Siding .. .. ..	2	...	
(a)	Other engine miles .. .. ..	..	..	84
(b)	Departmental engine miles .. .. ..	..	..	...
	Departmental—			
11 32	Locomotive .. ... ..	10,159	..	
11 33	Engineering .. .. ..	2,419	...	
11 34	Miscellaneous .. .. ..	8,142	...	
11 35	Total Departmental .. .. ..	20,720	..	
11 36	Total engine miles (including train miles)—Main and Branch lines .. ... ..	2,006,794	18,704	

## No 12—Statement of train and engine hours

Item	Heading	Number		
		Metric Gauge	Narrow Gauge	
	Main lines—			
12 01	Passenger	...	20,151	3
12 02	Mixed	.	11,102	2,041
12 03	Goods	..	12,785	32
	Branch lines—			
12 04	Passenger	...		
12 05	Mixed	..	23,160	..
12 06	Goods	..	2,398	..
	Main and Branch lines—			
12 07	Passenger	.	20,151	
12 08	Mixed	..	64,562	
12 09	Goods	..	15,183	
	Main and Branch lines—			
12 10	Passenger and proportion of mixed	..	51,847	
12 11	Goods and proportion of mixed	.	78,052	.
	Shunting—			
12 12	Passenger and proportion of mixed	...	11,523	.
12 13	Goods and proportion of mixed	.	45,632	..
	Other—			
12 14	Passenger and proportion of mixed	.	9,959	236
12 15	Goods and proportion of mixed	..	10,575	
12 16	Total siding	..	..	.
	Departmental—			
12 17	Passenger	...	175	..
12 18	Goods	..	3,641	
12 19	Total engine hours (including train engine hours)	.	211,404	2,312
	No 13—Statement of Vehicle miles.			
	Passenger and proportion of mixed—			
13 01	Passenger	.	8,058,761	256
13 02	Mixed (passenger proportion)	..	8,925,644	146,365
13 03	Total	..	16,984,405	146,621
13 04	Departmental	..	15,180	...

## No 13—Statement of vehicle miles.—(Concluded)

Item	Heading	Numbers.	
		Metre-Gauge	Narrow-Gauge
13 05	Goods—		
13 06	Main lines—		
13 07	Loaded .. .	11,768,856	1,405
13 08	Empty ... ..	6,479,857	208
	Total .. ...	18,248,713	1,613
	Percentage loaded of total .. ..	64 49	87 10
13 09	Branch lines—		
13 10	Loaded .. .. .	178,794	...
13 11	Empty .. .. ..	148,369	..
13 12	Total .. .. ..	327,163	..
	Percentage loaded of total .. ..	54 65	..
13 13	Mixed trains (goods proportion only)—		
13 14	Loaded ... .. .	7,816,961	37,997
	Empty ... .. ..	3,662,179	15,907
13 15	Grand total (including proportion of mixed)—		
13 16	Loaded ... .. ..	19,764,611	39,402
13 17	Empty ... .. ..	10,290,405	16,115
13 18	Total .. .. ..	30,055,016	55,517
13 19	Percentage loaded of total .. ..	65 76	70 97
	Departmental .. .. ..	348,130	...
14 01	No, 14—Statement of vehicle user		
14 02	Coaching stock	...	
	Average authorised stock (excluding stock ordered but not yet handed over to traffic)		
14 03	Passenger carriages .. .. .	187	5
14 04	Other coaching vehicles .. .. ..	42	..
14 05	Average number on the line—		
14 06	Passenger carriages .. .. ..	189	5
	Other coaching vehicles .. .. ..	41	..
14 07	Goods stock—		
14 08	Average authorised stock (excluding wagons ordered but not yet handed over to traffic) in units ..	2,297	8
14 09	Average number of wagons on the line daily pooled and non-pooled (in terms of four wheelers) ..	2,402	9
14 07	Average wagon load—		
14 08	Starting load—		
14 09	Coal and coke (including revenue coal and coke) ...	9 62	...
	Heavy merchandise .. ... ..	6 91	...
	Light merchandise .. ... ..	3 77	

## No 14—Statement of vehicle user—(Concluded)

Item	Heading.	Numbers	
		Metre Gauge	Narrow Gauge
	During the run—		
14 10	All traffic ... .	5 97	3 12
14 11	Wagon miles per wagon day .. ..	34 69	16 90
14 12	Net ton-miles per wagon day .. ..	134 58	37 47
	No 15—Statement of running of trains.		
	Average speed—		
15 01	Passenger—Train miles per train engine hour ..	18 48	10 67
15 02	Mixed—Train miles per train engine hour ..	13 30	8 96
	Passenger and proportion of mixed—		
15 03	Total—Train miles per train engine hour ..	15 21	..
15 04	Total—Train miles per engine hour ..	10 73	..
	Goods—		
	Average speed—(Goods trains only)—		
15 05	Main lines—Train miles per train engine hour ..	9 50	9 78
15 06	Branch lines—Train miles per train engine hour ..	9 60	..
	Goods and proportion of mixed—		
15 07	Total—Train miles per train engine hour ..	11 17	..
15 08	Total—Train miles per engine hour ..	6 32	..
	No 16—Statement of loads of trains		
16 01	Net or freight ton-miles .. .. ..	117,972,427	123,094
	Gross ton-miles (excluding weight of engine)—		
16 02	Passenger and proportion of mixed ... ..	152,322,206	526,230
16 03	Goods and proportion of mixed .. ..	246,320,066	243,502
	Gross ton-miles (including weight of engine)—		
16 04	Passenger and proportion of mixed .. ..	197,953,143	718,028
16 05	Goods and proportion of mixed .. ..	298,618,338	313,352
	Average train load—		
	Passenger—		
16 06	No of vehicles .. .. ..	21 64	..
	Passenger including proportion of mixed—		
16 07	Gross weight (including weight of engine) ...	251 3	..

## No. 16.—Statement of loads of trains.—(Concl'd.)

Item.	Heading.	Amount or Number.		
		Metre Gauge	Narrow Gauge	
	Goods—			
	Main lines—			
16 08	Loaded wagons per train	...	...	28 95
16 09	Empty wagons per train	.	...	15 94
16 10	Total wagons per train	..	...	44 89
16 11	Percentage loaded of total	,	...	64 49
	Branch lines—			
16 12	Loaded wagons per train	..	...	7 76
16 13	Empty wagons per train	.	..	6 44
16 14	Total wagons per train	..	.	14 20
16 15	Percentage loaded of total	.	..	54 65
	Goods including proportion of mixed—			
16 16	Net or freight weight ..	...	Tons	135 34
16 17	Gross weight ( <i>including</i> weight of engine)	.		342 58
16 18	Gross weight ( <i>excluding</i> weight of engine)	.		282 58
	No 17.—Statement of shunting and light running			
	Passenger and proportion of mixed—			
17 01	Shunting miles per 100 train miles	...	..	7 39
17 02	Light engine miles per 100 train miles		..	0 94
	Goods and proportion of mixed—			
17 03	Shunting engine miles per 100 train miles	...		26 43
17 04	Light engine miles per 100 train miles	...		0 66
	No 18.—Statement of Engine user			
18 01	Average authorised stock ( <i>excluding</i> engines ordered but not yet handed over to traffic)	.		99
18 02	Average total number on the line ...	...	...	96
18 03	Average number available for use ..	..	.	76
18 04	Average number in good repair stored	...	...	..

## No. 18 —Statement of Engine user—(Concl'd)

Item.	Heading.	Amount or Number	
		Metre Gauge	Narrow Gauge
	Average number in use daily on —		
18 05	Ordinary passenger traffic (including mixed) .	31	1
18 06	Special service ... .. . . .	.	
18 07	Goods service ... .. .. .	11	.
18 08	Departmental service . ..	2	.
18 09	Shunting including siding .. . .	7	.
18 10	Total ... .. .. . .	51	1
18 11	Spare . .. . . .	25	..
18 12	Maximum number in use on any one day . .	59	1
18 13	Engine miles per passenger engine in use per day	76 32	...
18 13 (a)	“ , “ , “ mixed , , , , , ,	132 50	50 08
18 14	Engine miles per goods engine in use per day ...	113 33	..
18 15	Engine miles per day per engine in use ..	106 39	51 24
18 16	Engine miles per day per engine on the line .	57 60	25 62
18 17	Net ton miles per locomotive day .	5,182 17	1,295 73
	No 19 —Statement of density.		
19 01	Passenger miles per running track mile per annum	180,060 7	42,405 5
19 02	Passenger miles per route mile per annum	205,840 5	43,698 6
19 03	Net ton miles per running track mile per annum...	123,745 9	4,730 7
19 04	Net ton miles per route mile per annum ..	141,463 0	4,875 0
19 05	Gross ton miles per running track mile per annum	519,248 8	39,638 0
19 06	Gross ton miles per route mile per annum	593,591 2	40,846 7
19 07	Train miles per running track mile per day .	4 77	1 96
	No 20 —Statement of Efficiency		
	Goods and proportion of mixed —		
20 01	Wagon miles per shunting engine hour .	652 21	...
20 02	Wagon miles per engine hour .	217 95	.
20 03	Net ton miles per shunting engine hour ..	2,560 05	..
20 04	Wagon journeys per shunting engine hour ..	5 02	...
20 05	Net ton miles per engine hour ..	855 49	..
20 06	Gross ton miles per engine hour	2,185 31	.

## No. 21—Statement of repairs of Rolling-stock.

Item.	Heading	Amount or Numbers	
		Metre Gauge.	Narrow Gauge.
	Engines —		
	Average number under or awaiting repair ...		
	In mechanical workshops —		
21 01	Number .. . . .	12	...
21 02	Percentage of item 21 01 to average total number on the line .. . .	12.5	...
	In sheds and transportation workshops —		
21 03	Number .. . . .	8	1
21 04	Percentage of item 21 03 to average total number on the line .. . .	8.33	50 0
	Coaching stock —		
	Average number under or awaiting repairs —		
21 05	Passenger carriages .. . . .	21	..
21 06	Other coaching vehicles .. . . .	4	..
21 07	Percentage of item 21 05 to average total number on the line .. . .	11.11	...
21 08	Percentage of item 21 06 to average total number on the line .. . .	9.76	.
21 09	Number overdue repairs on the 31st March	27	..
21 10	Percentage of item 21 09 to average authorised stock (excluding coaching stock ordered but not yet handed over to traffic) .. . .	11.79	...
	Goods stock —		
21 11	Number of unserviceable wagons	53	..
21 12	Percentage of item 21 11 to average number on line daily .. . .	2.57	...
21 13	Number overdue repairs on the 31st March .. . .	97	.
21 14	Percentage of item 21 13 to average authorised number of wagons owned (excluding wagons ordered but not yet handed over to traffic)	4.22	..
	No. 22—Statement of coal consumption —		
	Number of tons of fuel consumed —		
22 01	Foreign coal .. . . .	9,742	.
22 02	Indian coal .. . . .	39,278	231
22 03	Wood .. . . .	285	3
22 04	Oil fuel .. . . .	...	...
22 05	Total (in terms of coal) .. . . .	49,134	232
	Average cost per ton (at pit's mouth or station of supply) —		
22 06	Foreign coal .. . . .	20.84	
22 07	Indian coal .. . . .	6.16	7.37
22 08	Wood .. . . .	10.34	10.0
22 09	Oil fuel .. . . .	...	..

## No 22.—Statement of coal consumption —(Concl'd)

Item	Heading	Amount or Number	
		Metre Gauge	Narrow Gauge
	Average cost per ton (including all freight, both rail and sea from pit's month or station of supply to engine shed from where issued to locomotives) —		
22 10	Foreign coal .. . . .	23 21	
22 11	Indian coal ... .. ..	15 73	17 17
22 12	Wood .. .. ..	10 34	10 00
22 13	Oil fuel .. ... .	...	
	Passenger and mixed —		
22 14	Total net tons of coal consumed	27,871	228
22 15	lbs. per engine mile . .	47 90	27 84
	Passenger and proportion of mixed —		
22 16	lbs of coal consumed per 1,000 gross ton miles	207 23	532 71
	Goods —		
	Total net tons of coal consumed —		
22 17	Goods trains ... .	14,465	1
22 18	Shunting including siding ..	2,905	
22 19	Departmental . . .	496	
22 20	lbs per engine mile (goods trains) ... .	72 96	32 00
22 21	lbs per engine mile (shunting including siding) . . . . .	29 16	...
	Goods and proportion of mixed —		
22 22	lbs of coal consumed per 1,000 gross ton miles	180 16	437 06
	No 23 —Statement of oil consumption —		
	Lubricating oil used on engines —		
23 01	Total pints—(Passenger and mixed) . .	86,268	..
23 02	Pints per 100 engine miles—(Passenger and mixed)	6 62	
23 03	Total pints (Goods trains) . .	37,523	
23 04	Pints per 100 engine miles (Goods trains) .	8 45	..
23 05	Total pints (all engines) . .		1,149
23 06	Pints per 100 engine miles (all engines) .		6 14
23 07	Total pints of oil used on passenger and goods stock ..	64,388	384
23 08	Pints per 1,000 vehicle miles (Passenger and goods) .	1 31	1 74

## No. 24 — Statement of commodities ( Metre Gauge )

Item.	Commodity	Quantity originating on home line whether local or foreign			Earnings from each commodity.
			Other traffic	Total.	
1	2	3	4	5	6*
	Fuel—		Tons	Tons	Rs
24 01	Coal and coke and patent fuel	...	Nil	2,404	2,404 11,597
24 02	Oil fuel	.. . . .	7	344	351 8,506
	Heavy merchandise—				
24 03	Rice in the husk ...	.	485	365	850 3,665
24 04	Rice not the husk		2,698	15,714	18,412 1,98,947
24 05	Gram and pulse	..	2,304	32,656	34,960 3,09,486
24 06	Wheat ..		10,586	11,370	21,956 1,53,792
24 07	Jowar and bajra		3,969	17,145	21,114 1,35,799
24 08	Other grains ..		5,204	21,344	26,518 2,29,990
24 09	Marble and stone		110,519	4,620	115,139 3,59,105
24 10	Salt ..		13,249	1,704	14,953 64,648
24 11	Guji, jagree, molasses, etc		1,012	10,110	11,122 97 437
24 12	Sugar, refined and unrefined		426	13,549	13,975 1,85,578
24 13	Wood, unwrought		785	2,343	3,128 20,577
24 14	Metallic ores ..		..	..	9
24 15	Oil seeds ..		20,065	19,908	39,973 3,03,156
24 16	Cotton, raw, pressed ..		22,796	3,048	25,844 2,26,220
24 17	Total heavy merchandise		194,098	153,876	347,974 22,88,412
	Light merchandise—				
24 18	Cotton, raw, unpressed ...		6,721	61	6,782 41,948
24 19	Cotton, raw, manufactured ..		599	8,031	8,630 1,50,075
24 20	Fodder .. . .		10,567	4,435	15,002 66,638
24 21	Fruits and vegetables, fresh ..		1,933	3,225	5,158 41,337
24 22	Jute, raw ..		3	8	11 95
24 23	Iron and steel, wrought ...		1,391	10,503	11,894 1,86,347
25 24	Kerosene oil ..		248	8,545	8,793 2,21,999
24 25	Tobacco ..		480	2,693	3,173 48,587
24 26	Provisions .. .		1,467	6,544	8,011 1,03,443
24 27	Military stores .. .		3	343	346 5,227
22 28	Railway materials .. .		47,315	17,804	65,119 96,395
21 29	Other commodities ..		49,078	43,141	92,219 9,03,375
24 30	Total light merchandise ..		119,805	105,333	225,138 18,65,466
24 31	Total ( excluding live stock ) ..		313,910	261,957	575,867 41,73,981
24 32	Live stock ... . . . ..		1,959	14	1,973 23,810
24 33	Materials and stores on revenue account		89,216	83,137	172,353 1,97,259
24 34	Grand total ... ..		405,085	345,108	750,193 43,95,050

\* This includes earnings of Narrow Gauge System.

## No 24—Statement of commodities (Narrow-Gauge)

Item 1	Commodities 2	Quantity originating on home line whether local or foreign 3	Other traffic 4	Total. 5	Earnings from each commo- dity. 6
					Rs
	Fuel—		Tons	Tons	Tons
24 01	Coal and coke and patent fuel	Nil	274	274	165
24 02	Oil fuel .. .	..	..	..	..
	Heavy merchandise—				
24 03	Rice in the husk .. .	..	..	..	..
24 04	Rice not in the husk .. .	7	42	49	114
24 05	Giam and pulse .. .	61	89	150	325
24 06	Wheat .. .	629	10	639	783
24 07	Jowar and bajra .. .	71	239	310	582
24 08	Other grains .. .	72	202	274	515
24 09	Marble and stone .. .	374	62	436	398
24 10	Salt .. .	100	60	160	353
24 11	Gur, jagree, molasses, etc	27	309	336	632
24 12	Sugar, refined and unrefined	18	78	96	222
24 13	Wood, unwrought .. .	26	8	34	87
24 14	Metallic ores .. .	..	..	..	..
24 15	Oil seeds .. .	246	188	434	732
24 16	Cotton, raw, pressed .. .	1,055	..	1,056	1,419
24 17	Total heavy merchandise	2,686	1,288	3,974	6,142
	Light merchandise—				
24 18	Cotton, raw, unpressed	1	1	2	5
24 19	Cotton, raw, manufactured	62	151	213	591
24 20	Fodder	65	61	713	1,392
24 21	Fruits and vegetables fresh	120	2	122	203
24 22	Jute, raw .. .	..	..	..	..
24 23	Iron and steel, wrought	36	74	110	317
24 24	Kerosene oil .. .	5	38	43	126
24 25	Tobacco .. .	5	28	33	92
24 26	Provisions .. .	21	16	37	104
24 27	Military stores .. .	..	..	..	..
24 28	Railway materials .. .	35	..	35	8
24 29	Other commodities .. .	631	292	923	2,884
24 30	Total light merchandise	1,568	663	2,231	5,722
24 31	Total (excluding live stock)	4,254	2,225	6,479	12,029
24 32	Live stock .. .	..	..	..	..
24 33	Materials and stores on revenue account	152	32	184	45
24 34	Grand total .. .	4,406	2,257	6,663	12,074

## No 25 — General Results of Working

Item	Headings	Percentage or Amount	
		Metre Gauge	Narrow Gauge
<i>Financial Results</i>			
*25 01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and partly open i.e., on the revenue earning mileage .	Per cent. 6·69	7 36
25 02	Percentage of net earnings on paid-up capital ...	Per cent ...	...
<i>Outlay, earnings and expenses</i> <sup>7</sup>			
(Exclusive of Steam-boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamer and Harbours )			
25 03	Capital outlay per route mile	Rs. 48,426·56	11,602 22
25 04	Gross earnings per mean mile worked .	Rs 10,968·75	1,940 79
25 05	Gross earnings per mean mile worked per week ..	Rs. 210·35	37 24
25 06	Working expenses per mean mile worked per week ...	Rs 148·19	20 86
25 07	Gross earnings per train-mile .. ...	Rs 5 51	2·63
25 08	Working expenses per train-mile ... ..	Rs 3 88	1·47
25 09	Net earnings per train-mile . ... .	Rs. 1 63	1·16
25 10	Net earnings per mean mile worked .. .	Rs 3,240 30	854 06
25 11	Cost per 1,000 gross ton-miles ( including weight of engines) ... .. ...	Rs. 12·39	26 60
25 12	Percentage of total working expenses on total earnings	Percent. 70·46	56 00
25 13	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores. ... .	Percent 70 01	55·97

( 25 01 ) \* J R 6 40, J H. R 5·15 M J B 22 54, M. K B 13 02

( 25 03 ) T J. R 53,859 99, J. H R 46,850·57 M. J. B 16,632 44, M K B 16,967 05

## No 25—General Results of Working.

Item	Headings	Percentage or Amount	
		Metre Gauge	Narrow Gauge
<i>Financial Results—(Concl'd)</i>			
	(Inclusive of Steam boat Earnings and Expenditure on the Maintenance and Working of Ferry and Harbours)		
25 14	Percentage of total working expenses on total earnings	Per cent	70·16
<i>Division of expenditure between coaching and goods traffic.</i>			
25 15	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings, and leaving only the balance of payments to other lines for mileage, hire charges, etc	Rs	61,50,101
Proportions, dividing expenditure in ratio of gross ton-mileage—			
25 16	Coaching .. .	Rs.	24,51,675
25 17	Goods .. .	Rs.	36,98,426
<i>Coaching Traffic</i>			
25 18	Coaching earnings per train-mile .. .	Rs.	5·68
25 19	Coaching earnings per vehicle per mile .. .	Pies.	50·67
25 20	Cost of hauling a passenger train one mile .. .	Rs.	3·11
25 21	Cost of hauling a passenger vehicle one mile .. .	Pies.	27·75
25 22	Profit on working a passenger train one mile .. .	Rs.	2·57
25 23	Profit on working a passenger vehicle one mile .. .	Pies.	22·96
<i>Goods Traffic</i>			
25 24	Goods earnings per train-mile .. .	Rs.	4·98
25 25	Earnings per goods vehicle per mile (excluding brakes) .. .	Pies.	28·08
25 26	Cost of hauling a goods vehicle one mile .. .	Pies.	23·63
25 27	Cost of hauling a goods unit ( <i>viz.</i> one ton) one mile .. .	Pies.	6·02
25 28	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent per annum) .. .	Pies.	8·14
25 29	Profit on working a goods vehicle one mile .. .	Pies.	4·45
25 30	Profit on working a goods unit ( <i>viz.</i> one ton) one mile .. .	Pies.	1·05

**No 26 — WORKING EXPENSES.**

## TABLE A.

## *Maintenance of Structural Works.*

Reference to Accounts	Abstract and minor head	Sub head	DETAILS	(a) Total Amount.		(b) Per mile of line maintained		(c) Per mile of track including sidings		(d) Per 1,000 gross ton-miles		(e) Percent of total expenditure under Abstract A	
				Narrow-gauge	Metre-gauge	Metre gauge 841 57	Narrow-gauge 25 25	Metre gauge 962 06	Narrow gauge 26 02	Metre Gauge 148	Narrow Gauge 131,880	Metre Gauge 15,76711	Narrow Gauge 19,880
A I			General Administration	Rs	Rs	Rs	Rs.	Rs.	Rs	Rs	Rs	Rs	Rs
	1		Management and Control—										
			(a) Salaries—										
			(i) Administrative and Executive Officers	37,952	45 10			39 45		0 08		2 41	
			(ii) Subordinate Supervising Staff	637	33,115	89 35	25 23	34 42	24 48	0 07	0 62	2 10	6 31
			(iii) Office Staff		22,497	26 78		23 99		0 04		1 43	
			(b) Travelling and other compensatory allowances		2,754	3 27		2 86		0 00		0 17	
			(c) Contingent office expenses	1	8,959	10 65	0 04	9 81	0 04	0 03	0 00	0 57	0 01
			Total General Administration	638	1,05,277	125 10	25 27	109 43	24 52	0 21	0 62	6 68	6 32
II			Ordinary Repairs and Maintenance										
	1		Structural Works—										
			(a) Track (Running lines, sidings and yards)	4,814	3,82,550	454 57	190 65	397 64	185 01	0 77	4 67	24 26	47 71
			(b) Bridges and Tunnels	131	18,120	21 58	5 19	18 83	5 03	0 04	0 13	1 15	1 30
			(c) Miscellaneous	273	1,08,247	128 62	10 81	112 52	10 49	0 22	0 27	6 86	2 71
	2		Equipment	448	50,550	60 07	17 74	52 54	17 22	0 10	0 43	8 21	4 44
	3		Conservency of Rivers										
	4		Plantations, Nurseries, Gardens		3,719	4 42		3 86		0 01		0 24	
	5		New Minor Works		37,228	44 24		38 70		0 07		2 36	
	6		Miscellaneous expenses	2	35,095	41 70	0 08	36 48	0 08	0 07	0 00	2 22	0 02
			Total Ordinary Repairs and Maintenance	5,668	6,35,503	755 15	224 47	660 57	217 83	1 28	5 50	40 30	56 18
IV			Replacement and Renewal										
	1		Structural Works—										
			(a) Track (Running lines, sidings, yards)	3,832	8,15,504	969 03	151 76	847 66	147 27	1 64	3 71	51 72	37 98
			(b) Bridges and Tunnels	-40	23,185	27 55	-1 58	24 10	-1 54	0 05	-0 04	1 47	-0 40
			(c) Miscellaneous		28,229	27 60		24 15		0 05		1 47	
	2		Equipment—		-75	-0 09		-0 08		-0 00		-0 00	
			Total Replacement and Renewal	3,792	8,61,843	1,024 09	150 18	895 83	145 73	1 74	3 67	54 66	37 58
			Total Maintenance of Structural Works	10,098	16,02,629	1,904 34	399 92	1,665 83	388 08	3 23	9 79	101 64	100 08
			Deduct—Value of stores returned to stock	8	25,918	30 80	0 32	26 94	0 30	0 05	0 00	1 64	0 08
			Net Total	10,090	15,76,711	1,873 54	399 60	1,638 89	387 78	3 18	9 79	100 00	100 00

## No 26.—WORKING EXPENSES—(Continued)

TABLE B.

Maintenance and Supply of Locomotive Power

Reference to Accounts		Details.	(a) Total Amount		(b) Per engine mile		(c) Per 1000 ton Ton miles		(d) Percentage of total expenditure under Abstract IV	
			Narrow Gauge	Metro Gauge	Metre Gauge 2,000,783	Narrow Gauge 18,704	Metre Gauge 496571481	Narrow Gauge 1,031,360	Metre Gauge 2825,220	Narrow Gauge 8,908
Abstract and minor head	Sub head		Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
B I.		<i>General Administration</i>								
	1	Management and Control —								
		(a) Salaries —								
		(i) Administrative and Executive officers	20,966	0.01			0.04		0.20	
		(ii) Subordinate supervising Staff	42,904	0.02			0.09	—	1.85	
		(iii) Office Staff	37,598	0.02			0.07		1.62	
		(b) Travelling and other compensatory allowances	3,336	0.00			0.01		0.14	
		(c) Contingent office expenses	5,157	0.00			0.01		0.22	
		Total General Administration	1,10,021	0.03			0.22		4.73	
II		<i>Ordinary Repairs and Maintenance</i>								
	1	Locomotives —								
		(a) Running repairs	763	04,547	0.05	0.03	0.19	0.74	4.07	8.17
		(b) workshop repairs	1,076	4,89,633	0.24	0.09	0.99	1.63	21.05	18.84
	2	Rail motors			10	0.00		0.00		0.00
	3	Equipment —								
		(a) Machinery and tools ..	38,334	0.02			0.08		1.05	
		(b) Miscellaneous	616	0.00			0.00		0.03	
	4	New Minor Works			238	0.00		0.00		0.01
		Total Ordinary Repairs and Maintenance	2,441	6,23,278	0.31	0.13	1.26	2.37	26.81	27.41
III		<i>Operating Expenses</i> —								
	1	Running Staff —								
		(a) Wages and allowances of locomotive crew	1,19	1,53,22	0.08	0.06	0.31	1.10	6.59	13.41
		(b) Shed and yard cleaning and fuelling staff	162	49,483	0.02	0.01	0.10	0.16	2.13	1.82
		(c) Contingent charges including clothing		8,994	0.01		0.02		0.37	
	2	Fuel	4,067	9,50,324	0.47	0.22	1.91	3.94	40.96	45.65
	3	Water wages and stores	650	1,65,696	0.06	0.03	0.31	0.63	6.70	7.30
	4	Oil, tallow and other stores	353	52,858	0.03	0.02	0.11	0.34	2.27	3.96
	5	Rail motors								
	6	Payments to other railways			1,07,774	0.05		0.22	4.68	
	7	Miscellaneous expenses			7,160	0.01	0.00	0.15	0.02	0.26
		Total Operating Expenses	6,450	15,52,913	0.78	0.31	3.13	6.20	68.76	72.40
IV		<i>Replacement and Renewal</i> —								
	1	Locomotives —								
		(a) Workshop charges		17	119	0.00	0.01	0.00	0.02	0.00
		(b) Direct charges			29,990	0.02		0.05		1.25
	2	Rail motors			1,403	0.00	.	0.00		0.06
	3	Equipment —								
		(a) Workshop machinery			26,240	0.01		0.05		1.18
		(b) Other			195	0.00		0.00		0.01
		Total Replacement and Renewal			17	56,962	0.03	0.01	0.12	2.45
		Total Maintenance and Supply of Locomotive Power			8,908	23,43,174	1.17	0.48	4.72	8.04
		Deduct—Value of stores returned to stock				16,635	0.01		0.03	0.71
		Net Total			8,908	23,26,639	1.16	0.48	4.69	8.04
		Net total (excluding Rail motors)			8,908	23,21,226	1.16	0.55	4.69	8.04
									100.00	100.00

No 26—WORKING EXPENSES—(Contd.)

Table C

### *Maintenance of Carriage and Wagon Stock*

Table D

*Maintenance & Working of Ferry Steamers & Harbours.*—Nil—

No 26—WORKING EXPENSES (Continued)

Table E

*Expenses of Traffic Department*

Reference to Accounts	Abstract and minor head.	Sub head	Details	(a) Total Amount		(b) Per total train mile		(c) Percentage of total expenditure under Abstract E	
				Narrow Gauge	Metre Gauge	Metre Gauge 11.74 02	Narrow Gauge 18.620	Metre Gauge 8.80 680	Narrow Gauge 5.469
E I	1		<i>General Administration —</i>	Rs	Rs	As	As	Rs	Rs
			Management and Control—						
			(a) Salaries—						
			(i) Traffic Manager, Deputies & Assistants ..		57,911	0 55		6 57	.
			(ii) Subordinate and Supervising Staff ..		103	0 00		0 01	.
			(iii) Office staff ..		50,115	0 49		5 69	.
			(b) Travelling and other compensatory allowances ..		6,197	0 06		0 70	.
			(c) Contingent office expenses ..		2,415	0 02		0 28	.
			Total General Administration ..		1,16,741	1 12		13 25	.
II	1		<i>Ordinary repairs and maintenance</i>						
			Equipment ..	7	71,271	0 71	0 01	8 43	0 13
			Total Ordinary Maintenance and Repairs ..	7	71,271	0 71	0 01	8 43	0 13
III.	1		<i>Operating Expenses</i>						
			Salaries, Wages and Allowances—						
			(a) General Operating Staff (Inspectors, Convassers, etc) ..		15,119	0 14		1 72	...
			(b) Station Staff ...	3,009	2,65,822	2 51	2 58	30 18	55 01
			(c) Train Staff ..	370	54,831	0 52	0 32	6 22	6 77
			(d) Mileage & overtime of Train Staff ..	105	22,774	0 22	0 09	2 59	1 92
			(e) Travelling Ticket Examining Staff ..	..	10,470	0 10		1 19	..
	2		Fires, lights and general stores for stations and sheds ..	...	37,165	0 36		4 22	..
	3		Lighting, water and general stores in trains ..	...	72,999	0 70		8 29	...
	4		Clothing ..	...	22,067	0 21		2 50	
	5		Stationery, forms and tickets ..	336	44,322	0 42	0 29	5 03	6 14
	6		Expenses on handling, collection and delivery of goods ..	215	89,117	0 38	0 18	4 48	3 93
	7		Expenses at out agencies ..	...					
	8		Payments to other railways—Net ..	1,431	57,196	0 55	1 23	6 19	26 17
	9		Conference hire and penalty charges on interchanged stock ..	...	51,801	0 50		5 88	.
	10		Compensation for goods, etc, lost or damaged Less sale proceeds of unclaimed and damaged goods ..	—4	7,760	0 07	0 00	0 88	—0 07
	11		Miscellaneous expenses ..	...	21,254	0 20		2 41	
			Total Operating Expenses ..	5,462	7,23,057	6 91	1 69	82 08	99 87
IV	1		<i>Replacement and Renewal</i>						
			Equipment ..	...	407	0 00		0 05	
			Total Replacement and Renewal ..	...	407	0 00		0 05	
			Total Expenses of Traffic Department ..	5,469	9,14,476	8 74	4 70	103 81	100 00
			Deduct—Value of Stores returned stock ..	...	33,590	0 32		3 81	
			Net Total ..	5,469	8,80,886	8 42	4 70	100 00	100 00

## No. 26—WORKING EXPENSES—(Contd)

Table F

*Expenses of General Departments*

Abstract & minor head	Sub-head	Details.	( a ) Total Amount		( b ) Per train mile		( c ) Percentage of total earnings	
			Narrow Gauge	Metre Gauge	Metre Gauge	Narrow Gauge	Metre Gauge	Narrow Gauge
							92 30 907	49 005
F. I.		<i>General Administration</i>	Rs	Rs.	As	As.	Rs	Rs
	1	London Boards ..	...	30,505	0 29		0 33	
	2	Share of Secretary of State's General Charges ..	.		..	..	..	
	3	Charges in India for Government supervision, control and audit ..					..	..
	4	Leave allowances in England ..	...	18,050	0 17		0 19	..
	5	Indian management and control —						
		(a) Agent's Office ..		75,921	0 72	.	0 82	.
		(b) Accounts and Audit Department ...	360	1,40,049	1 34	0 31	1 52	0 74
		(c) Stores Department ..	.	64,431	0 62		0 70	.
		(d) Cash and Pay Department ...	24	14,520	0 14	0 02	0 16	0 05
		(e) Medical Department ..	149	14,529	0 14	0 13	0 16	0 30
		(f) Telegraph Department ..	...	43,354	0 41	.	0 47	...
		(g) Police ..	.	17,101	0 16	..	0 18	..
	6	Miscellaneous expenses ..	...	8,104	0 08		0 09	.
		Total General Administration ..	533	4,26,564	4 07	0 46	4 62	1 09
II		<i>Ordinary repairs and maintenance</i>						
	1	Telegraphs ..	..	58,425	0 56	..	0 63	.
	2	Equipment ..	...	10,376	0 10		0 11	.
		Total Ordinary Repairs and Maintenance ..	...	68,801	0 66		0 74	
		Total Expenses of General Departments ..	533	4,95,365	4 73	0 46	5 36	1 09
		Deduct—Value of stores returned to stock ..	...	3,114	0 03		0 03	
		Net Total ..	533	4,92,251	4 70	0 46	5 33	1 09

## No. 26—WORKING EXPENSES—(Concl'd)

Table G

*Miscellaneous Expenses.*

Reference to Accounts	Details	( a ) Total Amount		( b ) Cost per train mile		( c ) Percentage of total earnings	
		Narrow Gauge	Metre Gauge	Metre Gauge	Narrow Gauge	Metre Gauge	Narrow Gauge
				1,674,078	19,630	9 <sup>1</sup> 30 0 <sup>1</sup> 7	49 005
G I.	<i>General Administration.</i>	Rs	Rs	Rs	Rs	Rs	Rs
1	Law charges (less costs recovered)	.	891 0 00			0 01	..
2	Rents of buildings and lands	...	23,773 0 02			0 26	..
3	Rates and taxes	..	..	..	..		..
4	Contributions to Povident Institutions	..	427 1,07,041 0 07	0 02		1·16	0 87
5	Gratuities	..	21,537 0 01			0 23	..
6	Compensation (other than those included in E III, 10)	...	635 0 00	..		0 01	...
7	Educational grants	..	1523 0'00			0 02	..
8	Health and welfare service	..	15,557 0 01	..		0 17	..
9	Publicity expenses	..	1,141 0 00	..		0 01	..
10	Fire protection of railway property	...	352 0 00	..		0 00	..
11	Expenses in connection with the Indian Railway Conference Assn			1,899 0'00		0 02	..
12	Miscellaneous contributions and grants	..	..	..	..		..
	Total General Administration	427	1,74,349 0 11	0 02		1 89	0 87
	<i>II—Operating Expenses</i>						
1	Indian charges and stores excluding fuel	..	1,90,157 0 11			2 06	..
2	Catering Department.	..	1,180 0 00	..		0 01	..
3	Miscellaneous expenses	..	14,924 0 01			0 16	..
	Total Operating Expenses	.	2,06,261 0 12			2 23	..
	Total miscellaneous Expenses..	427	3,80,610 0 23	0 02		4 12	0 87
	<i>Deduct—Value of stores returned to stock</i>			22 0 00		0 00	
	Net Total	427	3,80,588 0 23	0 02		4 12	0 87

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**SECTION IV.**

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**Appendices.**

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## APPENDIX—I

## Statement of Staff.

Item	Heading	Number			
		Open Lines	Construction	Total	
<i>No. of Servants employed —</i>					
<b>Europeans—</b>					
1 01	1924-25 .. ... ..	25	...	25	
1 02	1925-26 ... .. ..	27	...	27	
<b>Hindus—</b>					
1 03	1924-25 .. .. ...	*5,614	...	5,457	
1 04	1925-26 ... .. ..	5,470	10	5,480	
<b>Muslims—</b>					
1 05	1924-25 .. ... ..	1,655	...	1,655	
1 06	1925-26 .. ... ..	1,643	4	1,647	
<b>Anglo-Indians and Domiciled Europeans—</b>					
1 07	1924-25 ... .. ...	19		19	
1 08	1925-26 ... .. ..	17		17	
<b>Other Classes—</b>					
1 09	1924-25 ... .. ...	75	.	75	
1 10	1925-26 ... .. ...	82	..	82	
<b>Statutory Indians—</b>					
1 11	1924-25(1 03+1 05+1 07+1 09) ..	7,363	...	7,363	
1 12	1925-26(1 04+1 06+1 08+1 10)	7,212	14	7,226	
<b>Total—</b>					
1 13	1924-25(1 01+1 11)... .. ..	7,388	.	7,388	
1 14	1925-26(1 02+1 12)... ... ..	7,239	14	7,253	

		Europeans.	Hindus.	Muslims.	A I S	Others	Total
Temporary Staff	1924-25						401
	1925-26	..	354	47	...	...	883

\* This includes 157 employees who cannot properly be classified.

## APPENDIX II.

*Statement of cost of the Police Force and Watch and Ward Staff for the year.  
1925-26*

Item	Heading					Amount
	<i>Cost of the Police Force.—</i>					Rs
1	Contribution to Local Government for Crime and Order Police	...	...	..	...	...
	<i>Cost of Watch and Ward Staff—</i>					
2 01	Watchmen	...	...	...	.	14,529
2 02	Contingencies	...	...	...	..	2,571
3	Total cost to the railway	...	...	.	..	17,100
	<i>Total cost—</i>					
4 01	Per route mile	...	...	..	..	19 73
4 02	Per train mile	...	.	..	...	0 01

## APPENDIX —III.

TABLE No 1.

Number of persons reported during the year ending with the 31st March 1926 as killed or injured on the Jodhpur Railway System (open line) by the movement of trains and railway vehicles exclusive of tragic accidents, Railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury

PASSENGERS,	Accidents which occurred in connection with the coupling and uncoupling of vehicles	SIRVANTS			OTHERS	TOTAL ALL CLASSES	REMARKS
		Other accidents	Others	Passenger			
Killed	1 From falling between trains and platforms	8	Whilst crossing into or out of trains, etc when	3 Whilst passing over the line at stations	6 Other accidents	Total	Injured
Injured	2 Falling on to the platform ballast, etc when	4 By closing of carriage doors	5 Whilst carrying out of carriages during the	2 By coupling or uncoupling	1 Whilst coupling or uncoupling	Injured	Killed
Killed	3 Getting on to the line at stations	3 Whilst passing over the line upon boulders	6 Whilst standing by goods wagons, etc	2 By coupling in contact with other vehicles etc,	1 Whilst passing over boulders	Injured	Killed
Injured	4 Whilst getting on or off of wagons, etc, during shunting	4 Whilst getting on or off of wagons, etc, during shunting	7 Whilst standing by goods wagons, etc	3 By uncoupling in contact with other vehicles etc,	9 Total	Injured	Killed
Killed	5 Whilst passing over the line upon boulders	5 Whilst passing over the line upon boulders	8 By uncoupling during shunting	4 By uncoupling in the proximity of trains	10 From falling off eminences, etc, during the travel	Injured	Killed
Injured	6 Whilst standing by goods wagons, etc, during shunting	6 Whilst standing by goods wagons, etc, during shunting	9 Not incidented in the proximity of trains	5 By coupling in contact with other vehicles etc,	11 By coupling in contact with other vehicles etc, during the travel	Injured	Killed
Killed	7 Whilst standing by goods wagons, etc, during shunting	7 Whilst standing by goods wagons, etc, during shunting	10 By coupling in contact with other vehicles etc, during the travel	6 By uncoupling in contact with other vehicles etc,	12 When falling off eminences, etc, during the travel	Injured	Killed
Injured	8 Whilst standing by goods wagons, etc, during shunting	8 Whilst standing by goods wagons, etc, during shunting	11 By coupling in contact with other vehicles etc, during the travel	7 By uncoupling in contact with other vehicles etc,	13 Whilst running to or by the failure of railings	Injured	Killed
Killed	9 Whilst standing by goods wagons, etc, during shunting	9 Whilst standing by goods wagons, etc, during shunting	12 By coupling in contact with other vehicles etc, during the travel	8 By uncoupling in contact with other vehicles etc,	14 Whilst working on the platform way sliding etc	Injured	Killed
Injured	10 From falling off eminences, etc, during the travel	10 From falling off eminences, etc, during the travel	13 Whilst running to or by the failure of railings	9 By uncoupling in contact with other vehicles etc,	15 Whilst attempting to get across level crossings	Injured	Killed
Killed	11 By coupling in contact with other vehicles etc, during the travel	11 By coupling in contact with other vehicles etc, during the travel	14 Whilst working on the platform way sliding etc	10 By uncoupling in contact with other vehicles etc,	16 Whilst walking across level crossings	Injured	Killed
Injured	12 When falling off eminences, etc, during the travel	12 When falling off eminences, etc, during the travel	15 Whilst attempting to get across level crossings	11 By uncoupling in contact with other vehicles etc,	17 From behind caught between vehicles	Injured	Killed
Killed	13 Whilst running to or by the failure of railings	13 Whilst running to or by the failure of railings	16 Whilst walking across level crossings	12 By uncoupling in contact with other vehicles etc,	18 From falling or being hit by light vehicles and	Injured	Killed
Injured	14 Whilst working on the platform way sliding etc	14 Whilst working on the platform way sliding etc	17 Whilst passing over the line at level crossings	13 By uncoupling in contact with other vehicles etc,	19 Whilst walking across the line on the way home	Injured	Killed
Killed	15 Whilst attempting to get across level crossings	15 Whilst attempting to get across level crossings	18 Whilst passing over the line at level crossings	14 Whilst working on the platform way sliding etc	20 Miscellaneous	Injured	Killed
Injured	16 Whilst walking across level crossings	16 Whilst walking across level crossings	19 Whilst walking across the line on the way home	15 Whilst attempting to get across level crossings	Total Services	Injured	Killed
Killed	17 Whilst passing over the line at level crossings	17 Whilst passing over the line at level crossings	20 Miscellaneous	16 Whilst walking across level crossings	Total All Classes	Injured	Killed
Injured	21 Total	21 Total	22 Total Services	23 Total	24 Total	Injured	Killed
Killed	22 Total Services	22 Total Services	23 Total	24 Total	25 Total	Injured	Killed
Injured	23 Total	23 Total	24 Total	25 Total	26 Total	Injured	Killed
Killed	24 Total	24 Total	25 Total	26 Total	27 Total	Injured	Killed
Injured	25 Total	25 Total	26 Total	27 Total	28 Total	Injured	Killed
Killed	26 Total	26 Total	27 Total	28 Total	29 Total	Injured	Killed
Injured	27 Total	27 Total	28 Total	29 Total	30 Total	Injured	Killed
Killed	28 Total	28 Total	29 Total	30 Total	31 Total	Injured	Killed
Injured	29 Total	29 Total	30 Total	31 Total	32 Total	Injured	Killed
Killed	30 Total	30 Total	31 Total	32 Total	33 Total	Injured	Killed
Injured	31 Total	31 Total	32 Total	33 Total	34 Total	Injured	Killed
Killed	32 Total	32 Total	33 Total	34 Total	35 Total	Injured	Killed
Injured	33 Total	33 Total	34 Total	35 Total	36 Total	Injured	Killed
Killed	34 Total	34 Total	35 Total	36 Total	37 Total	Injured	Killed
Injured	35 Total	35 Total	36 Total	37 Total	38 Total	Injured	Killed
Killed	36 Total	36 Total	37 Total	38 Total	39 Total	Injured	Killed
Injured	37 Total	37 Total	38 Total	39 Total	40 Total	Injured	Killed
Killed	38 Total	38 Total	39 Total	40 Total	41 Total	Injured	Killed
Injured	39 Total	39 Total	40 Total	41 Total	42 Total	Injured	Killed
Killed	40 Total	40 Total	41 Total	42 Total	43 Total	Injured	Killed
Injured	41 Total	41 Total	42 Total	43 Total	44 Total	Injured	Killed
Killed	42 Total	42 Total	43 Total	44 Total	45 Total	Injured	Killed
Injured	43 Total	43 Total	44 Total	45 Total	46 Total	Injured	Killed
Killed	44 Total	44 Total	45 Total	46 Total	47 Total	Injured	Killed
Injured	45 Total	45 Total	46 Total	47 Total	48 Total	Injured	Killed
Killed	46 Total	46 Total	47 Total	48 Total	49 Total	Injured	Killed
Injured	47 Total	47 Total	48 Total	49 Total	50 Total	Injured	Killed
Killed	48 Total	48 Total	49 Total	50 Total	51 Total	Injured	Killed
Injured	49 Total	49 Total	50 Total	51 Total	52 Total	Injured	Killed
Killed	50 Total	50 Total	51 Total	52 Total	53 Total	Injured	Killed
Injured	51 Total	51 Total	52 Total	53 Total	54 Total	Injured	Killed
Killed	52 Total	52 Total	53 Total	54 Total	55 Total	Injured	Killed
Injured	53 Total	53 Total	54 Total	55 Total	56 Total	Injured	Killed
Killed	54 Total	54 Total	55 Total	56 Total	57 Total	Injured	Killed
Injured	55 Total	55 Total	56 Total	57 Total	58 Total	Injured	Killed
Killed	56 Total	56 Total	57 Total	58 Total	59 Total	Injured	Killed
Injured	57 Total	57 Total	58 Total	59 Total	60 Total	Injured	Killed
Killed	58 Total	58 Total	59 Total	60 Total	61 Total	Injured	Killed
Injured	59 Total	59 Total	60 Total	61 Total	62 Total	Injured	Killed
Killed	60 Total	60 Total	61 Total	62 Total	63 Total	Injured	Killed
Injured	61 Total	61 Total	62 Total	63 Total	64 Total	Injured	Killed
Killed	62 Total	62 Total	63 Total	64 Total	65 Total	Injured	Killed
Injured	63 Total	63 Total	64 Total	65 Total	66 Total	Injured	Killed
Killed	64 Total	64 Total	65 Total	66 Total	67 Total	Injured	Killed
Injured	65 Total	65 Total	66 Total	67 Total	68 Total	Injured	Killed
Killed	66 Total	66 Total	67 Total	68 Total	69 Total	Injured	Killed
Injured	67 Total	67 Total	68 Total	69 Total	70 Total	Injured	Killed
Killed	68 Total	68 Total	69 Total	70 Total	71 Total	Injured	Killed
Injured	69 Total	69 Total	70 Total	71 Total	72 Total	Injured	Killed
Killed	70 Total	70 Total	71 Total	72 Total	73 Total	Injured	Killed
Injured	71 Total	71 Total	72 Total	73 Total	74 Total	Injured	Killed
Killed	72 Total	72 Total	73 Total	74 Total	75 Total	Injured	Killed
Injured	73 Total	73 Total	74 Total	75 Total	76 Total	Injured	Killed
Killed	74 Total	74 Total	75 Total	76 Total	77 Total	Injured	Killed
Injured	75 Total	75 Total	76 Total	77 Total	78 Total	Injured	Killed
Killed	76 Total	76 Total	77 Total	78 Total	79 Total	Injured	Killed
Injured	77 Total	77 Total	78 Total	79 Total	80 Total	Injured	Killed
Killed	78 Total	78 Total	79 Total	80 Total	81 Total	Injured	Killed
Injured	79 Total	79 Total	80 Total	81 Total	82 Total	Injured	Killed
Killed	80 Total	80 Total	81 Total	82 Total	83 Total	Injured	Killed
Injured	81 Total	81 Total	82 Total	83 Total	84 Total	Injured	Killed
Killed	82 Total	82 Total	83 Total	84 Total	85 Total	Injured	Killed
Injured	83 Total	83 Total	84 Total	85 Total	86 Total	Injured	Killed
Killed	84 Total	84 Total	85 Total	86 Total	87 Total	Injured	Killed
Injured	85 Total	85 Total	86 Total	87 Total	88 Total	Injured	Killed
Killed	86 Total	86 Total	87 Total	88 Total	89 Total	Injured	Killed
Injured	87 Total	87 Total	88 Total	89 Total	90 Total	Injured	Killed
Killed	88 Total	88 Total	89 Total	90 Total	91 Total	Injured	Killed
Injured	89 Total	89 Total	90 Total	91 Total	92 Total	Injured	Killed
Killed	90 Total	90 Total	91 Total	92 Total	93 Total	Injured	Killed
Injured	91 Total	91 Total	92 Total	93 Total	94 Total	Injured	Killed
Killed	92 Total	92 Total	93 Total	94 Total	95 Total	Injured	Killed
Injured	93 Total	93 Total	94 Total	95 Total	96 Total	Injured	Killed
Killed	94 Total	94 Total	95 Total	96 Total	97 Total	Injured	Killed
Injured	95 Total	95 Total	96 Total	97 Total	98 Total	Injured	Killed
Killed	96 Total	96 Total	97 Total	98 Total	99 Total	Injured	Killed
Injured	97 Total	97 Total	98 Total	99 Total	100 Total	Injured	Killed
Killed	98 Total	98 Total	99 Total	100 Total	101 Total	Injured	Killed
Injured	99 Total	99 Total	100 Total	101 Total	102 Total	Injured	Killed
Killed	100 Total	100 Total	101 Total	102 Total	103 Total	Injured	Killed
Injured	101 Total	101 Total	102 Total	103 Total	104 Total	Injured	Killed
Killed	102 Total	102 Total	103 Total	104 Total	105 Total	Injured	Killed
Injured	103 Total	103 Total	104 Total	105 Total	106 Total	Injured	Killed
Killed	104 Total	104 Total	105 Total	106 Total	107 Total	Injured	Killed
Injured	105 Total	105 Total	106 Total	107 Total	108 Total	Injured	Killed
Killed	106 Total	106 Total	107 Total	108 Total	109 Total	Injured	Killed
Injured	107 Total	107 Total	108 Total	109 Total	110 Total	Injured	Killed
Killed	108 Total	108 Total	109 Total	110 Total	111 Total	Injured	Killed
Injured	109 Total	109 Total	110 Total	111 Total	112 Total	Injured	Killed
Killed	110 Total	110 Total	111 Total	112 Total	113 Total	Injured	Killed
Injured	111 Total	111 Total	112 Total	113 Total	114 Total	Injured	Killed
Killed	112 Total	112 Total	113 Total	114 Total	115 Total	Injured	Killed
Injured	113 Total	113 Total	114 Total	115 Total	116 Total	Injured	Killed
Killed	114 Total	114 Total	115 Total	116 Total	117 Total	Injured	Killed
Injured	115 Total	115 Total	116 Total	117 Total	118 Total	Injured	Killed
Killed	116 Total	116 Total	117 Total	118 Total	119 Total	Injured	Killed
Injured	117 Total	117 Total	118 Total	119 Total	120 Total	Injured	Killed
Killed	118 Total	118 Total	119 Total	120 Total	121 Total	Injured	Killed
Injured	119 Total	119 Total	120 Total	121 Total	122 Total	Injured	Killed
Killed	120 Total	120 Total	121 Total	122 Total	123 Total	Injured	Killed
Injured	121 Total	121 Total	122 Total	123 Total	124 Total	Injured	Killed
Killed	122 Total	122 Total	123 Total	124 Total	125 Total	Injured	Killed
Injured	123 Total	123 Total	124 Total	125 Total	126 Total	Injured	Killed
Killed	124 Total	124 Total	125 Total	126 Total	127 Total	Injured	Killed
Injured	125 Total	125 Total	126 Total	127 Total	128 Total	Injured	Killed
Killed	126 Total	126 Total	127 Total	128 Total	129 Total	Injured	Killed
Injured	127 Total	127 Total	128 Total	129 Total	130 Total	Injured	Killed
Killed	128 Total	128 Total	129 Total	130 Total	131 Total	Injured	Killed
Injured	129 Total	129 Total	130 Total	131 Total	132 Total	Injured	Killed
Killed	130 Total	130 Total	131 Total	132 Total	133 Total	Injured	Killed
Injured	131 Total	131 Total	132 Total	133 Total	134 Total	Injured	Killed
Killed	132 Total	132 Total	133 Total	134 Total	135 Total	Injured	Killed
Injured	133 Total	133 Total	134 Total	135 Total	136 Total	Injured	Killed
Killed	134 Total	134 Total	135 Total	136 Total	137 Total	Injured	Killed
Injured	135 Total	135 Total	136 Total	137 Total	138 Total	Injured	Killed
Killed	136 Total	136 Total	137 Total	138 Total	139 Total	Injured	Killed
Injured	137 Total	137 Total	138 Total	139 Total	140 Total	Injured	Killed
Killed	138 Total	138 Total	139 Total	140 Total	141 Total	Injured	Killed
Injured	139 Total	139 Total	140 Total	141 Total	142 Total	Injured	Killed
Killed	140 Total	140 Total	141 Total	142 Total	143 Total	Injured	Killed
Injured	141 Total	141 Total	142 Total	143 Total	144 Total	Injured	Killed
Killed	142 Total	142 Total	143 Total	144 Total	145 Total	Injured	Killed
Injured	143 Total	143 Total	144 Total	145 Total	146 Total	Injured	Killed
Killed	144 Total	144 Total	145 Total	146 Total	147 Total	Injured	Killed
Injured	145 Total	145 Total	146 Total	147 Total	148 Total	Injured	Killed
Killed	146 Total	146 Total	147 Total	148 Total	149 Total	Injured	Killed
Injured	147 Total	147 Total	148 Total	149 Total	150 Total	Injured	Killed
Killed	148 Total	148 Total	149 Total	150 Total	151 Total	Injured	Killed
Injured	149 Total	149 Total	150 Total	151 Total	152 Total	Injured	Killed
Killed	150 Total	150 Total	151 Total	152 Total	153 Total	Injured	Killed
Injured	151 Total	151 Total	152 Total	153 Total	154 Total	Injured	Killed
Killed	152 Total	152 Total	153 Total	154 Total	155 Total	Injured	Killed
Injured	153 Total	153 Total	154 Total	155 Total	156 Total	Injured	Killed
Killed	154 Total	154 Total	155 Total	156 Total	157 Total	Injured	Killed
Injured	155 Total	155 Total	156 Total	157 Total	158 Total	Injured	Killed
Killed	156 Total	156 Total	157 Total	158 Total	159 Total	Injured	Killed
Injured	157 Total	157 Total	158 Total	159 Total	160 Total	Injured	Killed
Killed	158 Total	158 Total	159 Total	160 Total	161 Total	Injured	Killed
Injured	159 Total	159 Total	160 Total	161 Total	162 Total	Injured	Killed
Killed	160 Total	160 Total	161 Total	162 Total	163 Total	Injured	Killed
Injured	161 Total	161 Total	162 Total	163 Total	164 Total	Injured	Killed
Killed	162 Total	162 Total	163 Total	164 Total			

## APPENDIX—III.—(Continued)

Table No 2—Train accidents

*Accidents to Trains, Rolling-Stock and Permanent-Way, etc., reported during the year ending with the 31st March 1926, as having occurred on the Jodhpur Railway, whole system (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents*

	Accident reported to Local Government under Section 93 of the Indian Railways Act 1890 (IX of 1890)	Number	No. of passengers		No. of Servants		Others		Total all classes	
			Other accident	Total.	Killed	Injured	Killed	Injured	Killed	Injured
1	Collisions between passenger trains or parts of passenger trains	.	.	.	.	.	.	.	.	.
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	.	1	1	.	.	.	.	.	.
3	Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	.	1	1	.	..	.	..	.	.
4	Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	.	1	1	.	.	.	.	.	.
5	Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed	.	1	1	.	.	.	.	.	.
6	Collisions between light engines	1	1	1	.	.	.	.	.	.
7	Derailments of passenger trains— (a) due to trains travelling in the wrong direction through points (b) other causes	4	1	5	.	.	.	.	.	.
8	Other derailments— (a) due to trains travelling in the wrong direction through points (b) other causes	.	7	7	.	.	.	.	.	.
9	Accidents due to failures of engines and rolling-stock— (a) the bursting of boilers of engines (b) the bursting of tubes, etc., of engines (c) the failure of machinery, springs, etc., of engines (d) the failure of tyres (e) the failure of wheels (f) the failure of axles (g) the failure of brake apparatus (h) the failure of couplings	.	43	43	.	.	.	.	.	.
	Carried over	5	73	78	.	.	.	.	.	.

## APPENDIX—III

TABLE No 2.—*Train Accidents—Contd*

	Accidents reported to Local Government under Section 83 of the Indian Railways Act 1890 (IX of 1890)	Number	No of passengers	No of servants.	Others		Total all classes					
					Other accidents	Total.	Killed	Injured	Killed	Injured	Killed	Injured
Brought forward .		5	73	78					.			.
10 Accidents, due to failure of permanent way etc .												
(a)—broken rails,			2	2								
(b)—the failure of tunnels, bridges, viaducts, culverts etc												
(c)—the flooding of portions of permanent-way												
(d)—slips in cuttings or embankments												
11 Accidents due to fire—												
(a)—fire in trains .. .		1	1									
(b)—fire at stations, or involving injury to bridges or viaducts .		...	...									
12. Other accidents —												
(a)—passenger trains travelling in the wrong direction through points but not derailed												
(b)—Trains running over cattle on the line		1	232	233								
(c)—Trains running over obstructions on the line .		1	3	4	..	...	..	..				
(d)—Trains running through gates at level crossings ...					...	...	...	...				
(e)—Miscellaneous .. .		..	10	10	...	...	...	..	..	..	..	..
Total		8	320	328								

Note.—Average No. of persons employed.—4,152.

## APPENDIX—III —(Contd.)

TABLE No 3

*Return of persons (a) reported during the year ending with the 31st March 1926, as having been killed or injured on the Jodhpur Railway (whole system) by accidents in which the movement of vehicles used exclusively upon railways was not concerned*

	Number of passengers		Number of servants		Others		Total all classes	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1. While ascending or descending steps at stations	.	.	.	.	.	.	.	.
2. By being struck by barrows, by falling over packages, etc., on platform	.	.	.	.	.	.	.	.
3. From falling off platforms	.	.	.	..	.	.	.	.
4. Whilst loading, unloading or shunting wagons	.	.	.	1	...	.	.	1
5. Whilst moving or carrying goods at stations, etc	.	.	.	.	.	.	.	.
6. Whilst working ; trestles or cranes	.	.	.	.	.	.	.	.
7. By the falling of wagon doors, lumps, bales of goods etc	.	.	.	.	.	.	.	.
8. From falling off, or when getting on or off, stationary engines or vehicles	.	.	.	.	.	.	.	.
9. From falling off platforms, ladders, scaffolds, etc,	.	.	.	...	.	.	.	.
10. By stumbling whilst walking on the line or platforms	..	.	.	1	1	.	1	1
11. Whilst attending to stationary engines in sheds	.	.	.	.	.	.	.	.
12. By being trampled on or kicked by horses	...	.	.	..	.	.	.	.
13. Whilst working on the line or in sidings	.	.	.	.	.	.	.	.
14. Miscellaneous	1	1	2	3	1	4	5	4
Total	1	1	2	4	1	5	5	4

## APPENDIX III—(Contd.)

## TABLE No 4

*Return of accidents occurring during the year ending with the 31st March 1926, on the Jodhpur Railway (whole system)*

	Number of accidents	SERVANTS		OTHERS	
		Killed	Injured	Killed.	Injured
1 In railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered	.	...	...	...	...
2 On new works not opened for traffic	.	...	...	.	...
3 On lines under construction	.	...	..	...	...
4 On lines not used for the public carriage of passengers animals and goods	.	...	...	..	...
5. The steamers or flats working in connection with the railway	...	...	...	...	...

## APPENDIX III—(Concluded)

TABLE No 5

*Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1926, on the Jodhpur Railway (Whole System)*

Cause.	MOVEMENT CASES			
	Killed	Percentage	Injured	Percentage
1. Misadventure or accidental ..	..	..	5	...
2. Want of caution or misconduct on the part of the injured person ..	..	..	1	...
3. Want of caution or breach of rules, etc , on the part of servants other than the persons injured ... .. .	...	..	1	..
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working .....	...	...	..	...
5. Defective apparatus, appliances, etc , or want of sufficient appliances, safe-guards, etc. .... .. .	...	..	..	...
Total ..	..	..	7	

## APPENDIX - IV.

*Details of working of collieries owned by the State or by Railway Companies, during the year 1925-26 and 1924-25*

Item	Heading	RESULTS	
		1925-26	1924-25
1	Name of colliery .. . .		
2	Name of owner (Railway or State) .. ..		
3	Province . . . . .		
4	Capital outlay on colliery .. .. .		
5	Output— { (a) Large coal .. ... Tons (b) Small coal .. .. .. .. (c) Slack coal .. ... .. .. (d) Total .. ... .. ..		
6	Quantity issued ... ... . .. "		
7	Working expenses .. ... .. . Rs		
8	Average cost of a ton of coal . ... .. .. "		
9	Average number of persons employed daily ... No		
10	Number of tons raised per person employed ... Tons		
11	Number of persons killed .. .. No		
12	Number of persons injured ... ... .. "		

## APPENDIX—V

*Statement of rolling-stock fitted with automatic brakes, vehicles lighted with gas or electricity, and lower class carriages provided with latrine accommodation on the 31st March 1926*

Item	Heading	Number or percentage	
		J Ry	P B L Railway
1	Railway system		Metre
2	Gauge	.	Decade
	<i>Locomotives—</i>		
3 01	Total number on the line	99	2
3 02	Number fitted with automatic brakes	29	
3 03	Percentage of total	29.3	
	<i>Coaching vehicles (including brake-vans used exclusively on passenger service)—</i>		
4 01	Total number	225	5
4 02	Number braked	68	
4 03	Percentage of total	30.2	
4 04	Number piped	45	
4 05	Percentage of total	21.3	
	<i>Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks)—</i>		
5 01	Total number	2,417	10
5 02	Number braked	.	
5 03	Percentage of total	.	
5 04	Number piped	.	
5 05	Percentage of total	.	
	<i>Vehicles suitable for lighting with gas or electricity—</i>		
6 01	Total number	283	
6 02	Number fitted for lighting with gas	.	
6 03	Percentage of total	.	
6 04	Number fitted for lighting with electricity	239	
6 05	Percentage of total	84.4	
	<i>Lower class carriages provided with latrine accommodation—</i>		
	<i>Intermediate class—</i>		
7 01	Total number	21	
7 02	Number provided with latrine accommodation	21	
7 03	Percentage of total	100	
	<i>Third class—</i>		
7 04	Total number	78	3
7 05	Number provided with latrine accommodation	78	
7 06	Percentage of total	100	.
	<i>Composites containing intermediate or third class accommodation—</i>		
7 07	Total number	49	2
7 08	Number provided with latrine accommodation	49	
7 09	Percentage of total	100	
7 10	Total number of lower class carriages	148	5
7 11	Number provided with latrine accommodation	148	
7 12	Percentage of total number	100	





# **BOMBAY, BARODA & CENTRAL INDIA RAILWAY COMPANY.**

(Incorporated in England by Special Act of Parliament )

BROAD AND METRE GAUGE SYSTEMS

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## **TRAFFIC STATISTICS**

FOR THE

*Year Ending 31st March 1922.*

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TRAFFIC AUDIT OFFICE, }  
Ajmer, 21st July 1922 }

J. E JACKSON,  
*Chief Auditor.*

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AJMER  
RAJPUTANA PRINTING WORKS, Co., Ltd.  
1922.